

# THE WHEEL

## A JOURNAL OF CYCLING

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

VOL. IV.—No. 22.—WHOLE NUMBER 100.]

NEW YORK, AUGUST 31, 1883.

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{ Single Copies, 5 cents.

### WHEEL GOSSIP.

Excellent weather for riding.

The New York train project is daily growing in favor.

Springfield looms up in the very near future, and the anxious wheelman is watching each day for the 18th.

No less than two thousand wheelmen are promised, and 50,000 spectators; a rare sight, long to be remembered.

We have taken copious extracts from the *Wheelman's Gazette* this week, as we think it will be of interest to all.

De Payne (who has donned his Knickerbockers for a call at the neighboring hotel): "My good man, can you tell me if I'm on the right road to the Sunnyside Pavillion?" Native: Yes, stranger, you be; but ye'd better roll down yer pants before ye come in sight of the house; 'cos ye mought shock the wimin folks."—*Christian at Work*.

As we took a three day vacation last week, some of our correspondents will have to pardon a few delays.

After to-morrow no more renewals will be received. The numbers of those who have failed to pay their dues for this year, will be taken away and given to live men.

Thirteen hundred wheelmen have joined the League since the Meet. These applications have to be acknowledged in addition to a correspondence of over one thousand letters. We also have to preserve numerous records that require time and attention. And yet the *Kicker's Own* wishes us to answer the ravings of some of its correspondents. We can't spare the time, Joe, and issue an eighteen page weekly paper besides.

How many wheelmen pass through a season without some fall that temporarily unfits them for business, whereas, if they had an accident policy, the loss of time would not be of such moment, as their income would continue. The Fidelity and Casualty Company accept risks for everything. Write them for particulars.

We propose to see the membership doubled this year, and if everyone will drum up recruits it can be readily accomplished.

Races are following one another thick and fast, and the Kings County Wheelmen's race meeting to-morrow promises to eclipse anything seen in this vicinity for a long while.

Dr. Coleman, Representative L. A. W., New York State, has been spending a few days with

us. He has just ordered a 20-foot catrigged cabin boat, from Fall River, for use on Canandaigua Lake. He proposes to sail her by the Sound and the Hudson, to Albany, where the yacht will be shipped. He expects it will be done about the middle of October. The Doctor is very enthusiastic about his western trip, of which frequent mention has been made. He did some first-rate missionary work for the League while west. The Doctor is a whole-souled and true-blue bicyclist, and with such men in its ranks it is no wonder the L. A. W. is flourishing.

The Serrell Alarm Company have at last placed their alarm on the market. The bell is neat, out of the way, giving a clear, sharp ring, and in our opinion superior to anything ever offered to the wheeling fraternity.

Now that Oscar Wilde has abandoned his club uniform, there is some chance for sensible business men to successfully start a reformed dress boom. They would have the co-operation of the five hundred wheelmen in and around New York.

The fall meeting of the Board of Officers will be held at Springfield, this year, as many of the members have expressed their intention to be present, and a large attendance is expected.

A League club has been organized at Akron, Ohio, with seventeen members. One of the members is to ride a 64-in. machine, and the average is 52. The officers are, Joe Smith, President; Grant Merriam, Secretary; Clarence Howland, Captain; Charles Howland, Bugler.

R. V. R. Schuyler is Chief of the Fire Department at Bergen Point, New Jersey. While out riding on his tricycle the other evening an alarm was sounded. Without waiting to change his uniform, he rushed to the scene, but the men who were directing the nozzle turned their attention to the chief and, neglecting the fire, proceeded to spoil his uniform, which they did in quick time. We understand the chief has suspended the entire department. Schuyler's friends think it a very dry story, but usually leave satisfied.

Mr. Egan reports that the New Haven road is not disposed to be very accommodating in the matter of transportation. Perhaps our friends at the other end of the line can push it a little.

The H. B. Smith Machine Co. are making preparations to manufacture the American Star on a very large scale, and expect to place 5,000 on the market next season. The Star has proven itself to be a practical road machine and is rapidly becoming popular. Mr. Smith, the President, is about to take a trip to Labrador for his health.

The Lancaster Fair offer a purse of \$35.00 for a bicycle race September 18th. Unless this is

changed to prizes amateur wheelmen should leave it alone, unless they wish to become professionals.

Richard Garvey has merely changed in name, and is still at his old stand in St. Louis, where he proposes to push the business with even more than his accustomed vigor.

The popularity of THE WHEEL, as an advertising medium, is shown by the fact that we are compelled to make an addition of six pages this week.

We are continually in receipt of letters of inquiry as to who are reliable parties in New York manufacturing medals. Messrs. Doughty & Pedersen, 23 Maiden Lane, have always given satisfaction, and turn out superior work at moderate prices.

Pennsylvania stands ready to welcome us after Springfield. The Division Meet promises to be eminently successful.

Distance only prevents our accepting the kind invitation to the banquet at the L. O. W. and Minnesota State Meets.

Subscribers having items they wish to go into the "Owl" column, will please send them to the "Owl," care WHEEL, as we have nothing whatever to do with that column. The "Owl" brooks no interference on our part.

In the WHEEL, of August 17th, the names of G. A. Graham and T. A. Schaeffer, published under the head of Philadelphia Club, should have been under Pennsylvania.

THE WHEEL, a journal of cycling, the official organ of the League of American Wheelmen, is a bright and lively paper. It is full of information interesting to lovers of one of the most fascinating out-door sports of modern times. It is published weekly, and always contains the latest and fullest news.—*Herald*.

Mayor Beatty, the organ builder, of Washington, New Jersey, celebrated his thirty-fifth birthday on the 14th inst. The Mayor, although still young, has accomplished more than falls to the lot of any one man in a million in a lifetime, and it is not too much to say that his name will pass down to history, enrolled with Vanderbilt, Gould, Garrett, Sage, and others of the most successful business men of our times.

PALQUINOQUE.—Wednesday, Aug. 8th, at Danbury, ten wheelmen organized the Palquinoque Bicycle Club. The following are the officers: President, William Fanton; Secretary and Treasurer, L. L. Hubble; Captain, J. G. Irving; Lieutenant-Governor, C. Chase. The uniform adopted consists of white canvas hat, gray shirt, drab corduroy knee-breeches, and blue stockings. The Palquinoque will be a League club.



## League of American Wheelmen.

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

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

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

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

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

### APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 35. Total, 79. NEW YORK, Aug. 31, 1883.

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

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

#### Unattached—8:

- 4089—Frank P. Collier, Rockford, Ill.
- 4090—W. V. Richardson, Fort Myer, Va.
- 4091—Harry W. Streeler, Muncie, Ind.
- 4092—Frank Nickey, " "
- 4093—John R. Marsh, " "
- 4094—Joe W. Wray, Oskaloosa, Iowa.
- 4095—George F. Ruoff, cor. Main and Atlantic streets, Stamford, Conn.
- 4096—W. Wait care of N. P. Tyler, M.D., New Haven, Conn.

#### New Haven Ramblers—add. 3:

- 4097—Arthur Martin, Grand Union Hotel, New Haven, Conn.
- 4098—W. L. Peck, 97 Wooster street, New Haven, Conn.
- 4099—H. H. Weed, 26 Beers street, New Haven, Conn.

#### Pequinock Wheel Club—add. 2:

- 4100—William Richardson, 3 Courtland place, Bridgeport, Conn.
- 4101—William F. Healey, 174 Fairfield avenue, Bridgeport, Conn.

#### Whirling Wheelmen—6:

- 4102—Fred L. Shaffer, 421 E. Baltimore street, Baltimore, Md.
- 4103—Washington B. Booz, 40 Jackson square, Baltimore, Md.
- 4104—Edward D. Booz, 40 Jackson square, Baltimore, Md.
- 4105—Lewis Hetz, 68 E. Baltimore street, Baltimore, Md.
- 4106—Harry C. Green, 86 W. Baltimore street, Baltimore, Md.
- 4107—B. Henry Delgade, care of John W. Nicol, S. Hollingsworth street, Baltimore, Md.

### MASSACHUSETTS DIVISION—10.

#### Unattached—4:

- 4108—W. H. Fiske, Box 386, Holliston, Mass.
- 4109—Wm. C. Freeman, Jr., care of E. B. Fowler, Needham, Mass.
- 4110—Geo. A. Wilson, Box 1525, Fitchburg, Mass.
- 4111—Harry Dunlap, 80 Merrimack street, Lowell, Mass.

#### Wakefield Bi. Club—1:

- 4112—Edgar D. Albee, Box 420, Wakefield, Mass.

#### Hyde Park Bi. Club—1:

- 4113—Edward E. Gage, Hyde Park, Mass.

#### Adams Bi. Club—1:

- 4114—Leroy Weston, Adams, Mass.

#### Berkshire County Wheelmen—3:

- 4115—Theodore Pomeroy, Pittsfield, Mass.
- 4116—N. R. Wilder, " "
- 4117—A. L. Schouler, " "

### MICHIGAN DIVISION—7.

#### Detroit Bi. Club—add. 4:

- 4118—J. B. Baldy, care of Metcalf Bros., Detroit, Mich.
- 4119—Joseph Biscomb, care of Mayhew Bros. College, Detroit, Mich.
- 4120—D. R. Parsons, care of C. R. Mahley, Detroit, Mich.
- 4121—C. W. Rice, 147 Baker street, Detroit, Mich.

#### Ovid Bi. Club—add. 1:

- 4122—O. M. Pearl, Jr., Duplain, Mich.

#### Coldwater Bi. Club—1:

- 4123—Chas. A. Conover, Coldwater, Mich.

#### Unattached—1:

- 4124—Edward W. Dee, Manistee, Mich.

### MISSOURI DIVISION—1.

#### Frisco Wheelmen—add. 1:

- 4125—Chas. H. Beggs, care of Frisco Line, St. Louis, Mo.

### NEW YORK DIVISION—12.

#### Staten Island Wheelmen—add. 1:

- 4126—C. F. Middlebrook, Port Richmond, S. I.

#### Unattached—11:

- 4127—R. B. Leach (Dr.), 175 Eldridge street, N. Y. City.
- 4128—H. H. Bell, Jr., 141 Woodbine street, Brooklyn, L. I.
- 4129—E. E. Marshall, Plattsburgh, N. Y.
- 4130—Geo. J. Huss, 318 E. 150th street, N. Y. City.
- 4131—Mrs. Geo. J. Huss, " " "
- 4132—Miss Anna B. Huss, " " "
- 4133—Mrs. Elliot Mason, 152 E. Forty-ninth street, N. Y. City.
- 4134—Edw. A. Ayres (Dr.), 214 E. Thirty-fourth street, N. Y. City.
- 4135—F. L. R. Chapin, Glens Falls, N. Y.
- 4136—Miss Amy Jehl, 207 E. Sixty-second street, N. Y. City.
- 4137—E. W. Mott, 428 E. Seventy-ninth street, N. Y. City.

### OHIO DIVISION—6.

- 4138—Frank W. Custer, New Philadelphia, O.
- 4139—D. B. McMullin, Dennison, O.
- 4140—Campbell W. Hughes, Shreve, O.
- 4141—Saml. E. Behm, Box 407, Findlay, O.
- 4142—Robt. N. Embrey, North Lewisburg, O.
- 4143—J. L. Wakefield, Preston P. O., Hamilton County, O.

### PENNSYLVANIA DIVISION—24.

#### Keystone Bi. Club—add. 2:

- 4144—Geo. A. Lyon, care of O'Hara Glass Co., Pittsburg, Pa.
- 4145—Chas. M. Clarke, care of J. A. Clarke & Co., Pittsburg, Pa.

#### American Star Bi. Club—add. 10:

- 4146—Walter Griscom, Woodbury, N. J.
- 4147—H. B. Lippincott, Cinnaminson, N. J.
- 4148—J. C. Coxe, Camden, N. J.
- 4149—C. D. Williams, S. W. cor. Eleventh and Locust streets, Philadelphia, Pa.
- 4150—T. E. Cookman, 1613 Arch street, Philadelphia, Pa.
- 4151—J. Sandman, 745 S. Second street, Philadelphia, Pa.
- 4152—Howard P. Smith, 1604 N. Twenty-first street, Philadelphia, Pa.
- 4153—H. B. Worrell, 1542 Green street, Philadelphia, Pa.
- 4154—L. C. Perkins, 213 E. Lehigh avenue, Philadelphia, Pa.
- 4155—C. B. Haag, 1309 N. Twelfth street, Philadelphia, Pa.

#### Pennsylvania Bi. Club—add. 1:

- 4156—Samuel H. Crawford, 1537 Stiles street, Philadelphia, Pa.

#### Unattached—11:

- 4157—E. N. Manning, 854 N. Nineteenth street, Philadelphia, Pa.
- 4158—Chas. N. Gorton, 1921 Parrish street, Philadelphia, Pa.
- 4159—Wm. Stetler Wright, Bristol, Bucks County, Pa.
- 4160—S. C. Langfield, 507 Arch street, Philadelphia, Pa.
- 4161—Martin B. Stern, 521 Market street, Philadelphia, Pa.
- 4162—Chas. H. Small, Harrisburgh, Pa.
- 4163—Jno. Murphy Small, " "
- 4164—Thomas A. Black, Scranton, Pa.
- 4165—A. F. Snyder, Weissport, Carbon County, Pa.
- 4166—W. P. Pray, Bristol, Bucks County, Pa.
- 4167—Alfred C. Wood, Chestnut Hill, Philadelphia, Pa.

L. A. W. RENEWALS, AUG. 31, 1883.

Week ending Aug. 24, 1883.

Total, 25.

#### Unattached—1:

- 556—Geo. H. Strong, 232 Market street, San Francisco, Cal.

#### New Haven Bicycle Club, 2:

- 2016—M. W. Curtis, New Haven, Conn.
- 2690—A. G. Hohenstein, " "

#### Chicago Bi. Club—add. 5:

- 3286—Ernest Mehrling, 451 Warren avenue, Chicago, Ill.
- 3289—F. E. Yates, 124 Washington street, Chicago, Ill.
- 3288—H. P. Shafer, 583 East Division street, " "
- 3233—John Valentine, National Bank of America, Chicago, Ill.
- 3226—J. W. Rowland, 2328 Michigan avenue, Chicago, Ill.

### NEW HAMPSHIRE DIVISION—1.

- 2568—Geo. W. Hendrick, Nashua, N. H.

### NEW YORK STATE DIVISION—2.

- 2337—B. F. Ferris, Peekskill, N. Y.
- 428—H. O. Tallmadge, 35 Lake avenue, Yonkers, N. Y.

### OHIO DIVISION—14.

#### Unattached—4:

- 2813—W. P. Harmony, Sidney, Ohio.
- 96—R. F. Semple, Box 189, Steubenville, Ohio.
- 1368—M. F. Richards, 50 Summit street, Toledo, Ohio.
- 103—F. H. Bowly, Box 236, Galion, Ohio.

#### Buckeye Bi. Club—3:

- 1828—E. W. Abrams, Columbus, Ohio.
- 1832—W. R. Kinnear, " "
- 1001—H. B. Hutchinson, " "

#### Massillon Bi. Club—1:

- 3113—C. M. Russell, Massillon, Ohio.

#### Fremont Bi. Club—6:

- 1623—James M. Osborn, Fremont, Ohio.
- 1886—Frank P. Miller, " "
- 1887—Isaac T. Miller, " "
- 1885—Jno. W. Pero, " "
- 3010—Wilbur C. Koons, " "
- 1884—John G. Nuhfer, " "

### MASSACHUSETTS DIVISION.

#### CONSULS APPOINTEE TO DATE.

- Dedham—Chas. M. Cox, cor. Spruce place and Spring street.
- Lowell—Fred. A. Fielding, 128 Central street.
- Chelsea—Chas. H. Fowler, Jr., Revere Rubber Company.
- Lynn—Wm. E. Smith, 153 Union street.
- Leominster—W. H. Chase.
- Provincetown—Wm. R. Mitchell, Seamen's Savings Bank.
- E. Bridgewater—C. C. Wing, Carver Cotton Gin Company.
- Charlestown—James P. Burbank.
- Framingham—H. D. Eastman.
- S. Abington—Joseph Pettee, Jr., Dunbar, Hobart & Whidden.
- Southbridge—Geo. M. Lovell, Edwards' Block.
- Marblehead—Geo. Chinn, Messenger Office.
- Gardner—W. C. Axtell, Stratton Bros. Store.
- N. Attleboro—Thos. E. Bell.
- Westvale, Concord—Arthur H. Ball, Damon Manufacturing Company.
- Holyoke—E. C. Clarke, 63 Main street.
- Salem—Robert H. Robson, 39 Boston street.
- Haverhill—J. Fred. Adams, Haverhill Savings Bank.
- Worcester—Edward F. Tolman, 195 Front street.
- Pittsfield—L. L. Atwood, 7 North street.
- Holden—J. Frank Wood, Quinapoxet Mill.
- E. Brookfield—Chas. P. Doane, Beaconsfield Mill.
- Lawrence—Mahlon D. Currier.
- Hudson—L. W. Bruce.
- Somerville—Frank G. Parker, 10 Jenny Lind avenue.

### LEAGUE HOTELS.

- Pittsfield—Burbank House; regular, \$2.50; special to L. A. W., \$1.50.
- Gardner—Winsor House; regular, —; special to L. A. W., —.
- Lowell—American House; regular, \$2.50; special to L. A. W., 20 per cent.
- Holyoke—Holyoke House, regular, \$3.00; special to L. A. W., \$2.00.
- Haverhill—Hotel Webster; regular, \$2.50; special to L. A. W., \$2.00.
- Salem—Essex House; regular, \$2.25; special to L. A. W., \$2.00.
- Marblehead—Hotel Nanepashemet; regular, \$4.00; special to L. A. W., 25 per cent.
- Ipswich—Agawan House; regular, \$2.50; special to L. A. W., \$2.00.
- Sharon—Cobb's Tavern; meals, 50 cents; lodging, 50 cents.
- Boston—New Marlboro Hotel; regular, \$2.50 to \$3.00; special to L. A. W., 20 per cent.



Hudson—Hudson House; regular, —; special to L. A. W., 15 per cent.  
 Winchendon—American House; regular, —; special to L. A. W., —.  
 Southbridge—C. A. Dresser House; regular, —; special to L. A. W., —.  
 Worcester—Lincoln House; regular, —; special to L. A. W., \$2.50.  
 Arlington—Arlington House; meals, 50 cents; lodging, 50 cents.  
 Gloucester—Gloucester Hotel; regular, —; special to L. A. W., —.  
 Lynn—Revere House; regular, —; special to L. A. W., —.  
 Westboro—Whitney House; regular, \$2.00; special to L. A. W., 20 per cent.  
 Spencer—Massasoit House; regular, —; special to L. A. W., —.  
 Ware—Hampshire House; regular, —; special to L. A. W., —.  
 Northboro—Northboro Hotel; regular, —; special to L. A. W., —.  
 Framingham—Central House; regular, —; special to L. A. W., —.  
 Lancaster—Hotel Lancaster; regular, —; special to L. A. W., —.  
 Attleboro—Park Street Hotel; regular, —; special to L. A. W., —.  
 Wellesley—Hotel Wellesley; regular, —; special to L. A. W., —.  
 Palmer—Weeks House; regular, —; special to L. A. W., —.  
 Lexington—Massachusetts House; regular, —; special to L. A. W., —.  
 Greenfield—Mansion House; regular, —; special to L. A. W., \$2.50.  
 Milford—Mansion House; reduced rates for three or more.  
 Brighton—Cattle Fair Hotel; regular, —; special to L. A. W., —.

## PLACES FOR BICYCLE REPAIRS.

Pittsfield—Rear of Club Room of Berkshire County Wheelmen. Apply to Consul Atwood.  
 Gardner—Lockwood's Machine Shop, centre of the village.  
 Holyoke—W. D. Cleverley, 269 High street.  
 Haverhill—James P. Busfield, Mechanics' Court.  
 Worcester—Hill & Tolman, 195 Front street.  
 Boston—H. D. Hedger, 8 Church street; The Pope Manufacturing Company, 507 Washington street; The Cunningham Company, Odd Fellows' Hall, Tremont street.  
 Salem—A. J. Philbrick, Bridge street.

## KENTUCKY DIVISION.

*Editor of the Wheel:* I have appointed the following Consuls throughout Kentucky: W. C. Macklin, Frankfort; H. S. Milward, Lexington; J. N. Fleming, Augusta; F. L. Cornish, Sherman; M. J. Norton, Newport Barracks.

Also the following League hotels: Alexander Hotel, Louisville; Phoenix Hotel, Lexington; Capital Hotel, Frankfort; Bourbon House, Paris.

The Kentucky State Division was duly organized on the 10th inst., and Mr. A. S. Dietzman, of this city, elected Secretary and Treasurer.

With regards, I am yours,

O. M. ANDERSON.

C. C. Ky. L. A. W.

## CONSULS AND LEAGUE HOTELS APPOINTED FOR OHIO.

SOUTHERN DIVISION—W. H. MILLER, REPRESENTATIVE.

No. 8, Cincinnati—J. H. Hewes, No. 166 Main Street.

No. 9, Columbus—T. T. Tress.

No. 10, Dennison—M. Moody.

NORTHERN DIVISION—ALFRED ELY, JR., REPRESENTATIVE.

No. 11, Cadiz—Charles A. Hanna.

No. 12, Cuyahoga Falls—W. H. Wetmore.

No. 13, Niles—T. P. Robbins.

## LEAGUE HOTEL:

No. 1, Painesville—Stockwell House. Meals, 35 cts; reduced from 50 cts.

H. S. LIVINGSTON,

Chief Consul.

## PENNSYLVANIA DIVISION.

The following new Consuls have been appointed: W. S. Wilhelm, Reading; B. Frank Herr, Columbia; W. C. Brown, Washington Boro; J. Hershey, Salingo; E. L. Wells, Oswego.

*League Hotels.*—S. Miller's Hotel, Marietta; W. B. Chandler's McCall's Ferry Hotel, Marietta.

Fraternally,

GEO. SANDERSON, JR.,

Chief Consul, Pa.

## THE WHEEL.

BY DAVY DERRY.

Oh, the wheel, the light-winged wheel!  
 With thy spokes of silvery steel,  
 And thy chime of musical peal,  
 'Thou rollest by, without a sound,  
 O'er the stretches of smoothest ground,  
 Making the cyclist's heart rebound!

Like a vision, beautiful and real,  
 Yet seeming majestic, grand, ideal—  
 Thy motion maketh a cyclist feel  
 As if he were on wings,  
 And other fairy-like things,  
 Instead of a saddle and springs!

LANDISVILLE, PA.

## FIRST ANNUAL MEET OF THE PENNSYLVANIA DIVISION OF THE L. A. W.

The arrangements for the First Annual Meet of the Pennsylvania Division of the League of American Wheelmen are well under way, and all the Committees appear to be hard at work to make this first Penna. Division Meet an event long to be remembered. The Committee of Arrangements meets every Wednesday evening to report.

The matter of transportation for bicycles is being thoroughly canvassed by the chairman of that committee, who is endeavoring to obtain a reduction from the existing tariffs on the Pennsylvania, and the Philadelphia & Reading Railroads, which are 25 cents per 50 miles or less and half a cent per mile over 50. All of the other roads—from the west and south—are being looked after.

Arrangements for storage are completed. Both of the riding-schools of Mr. H. B. Hart have been offered the committee, and 1,000 machines can be accommodated. Each school and all the club-rooms are easily reached from the depots.

The Hotel and Reception Committees will be able to report favorably in the course of a few days; many of the hotels have already signified their willingness to reduce rates. Members of the Reception Committee will be on hand at the various depots to meet all incoming trains on the afternoon of the 28th and the morning of the 29th of September, and will be recognized by an appropriate badge. They will be ready to send delegates with all arrivals to the storage-rooms and hotels.

The Correspondence Committee will be glad to receive and answer communications at all times.

The Sub-Committees are as follows:

Parade—H. S. Wood, Chairman, 223 South Seventeenth street.

Hotel and Reception—H. R. Lewis, Chairman, 115 North Second street.

Correspondence—Chas. M. Miller, Chairman, 1126 Walnut street.

Transportation—C. E. Updegraf, Chairman, 261 South Third street.

It is to be hoped all visiting wheelmen to Springfield will make it a point to "stop off" at Philadelphia on their way home to attend this meet, and witness the races of the Germantown and Pennsylvania Bicycle Clubs, to be held on the same day. Here the three mile L. A. W. Championship of America, and the one and five mile Pennsylvania State Championships will be

contested, and the list of races presents an appropriate finish to the events at Springfield.

All will be welcomed and provided for.

## A HANDSOME PRIZE.

The Columbia Bicycle Prize Cup, offered by The Pope Manufacturing Company, in amateur twenty mile bicycle races under certain published conditions, has been completed and exhibited.

It was designed by the eminent artist, Mr. L. S. Ipsen, and made by Shreve, Crump & Low of Boston, and was expected to cost one thousand dollars. It has proved, however, in the carrying out of the design, considerably more expensive than that, and has cost fifteen hundred dollars.

It is of solid silver on a bronze pedestal, beautifully wrought, and forms one of the few really fine works of art, in the way of costly vases, placed before the public in recent times.

The ownership of it will be a distinction and a satisfaction, much beyond the large intrinsic value.

It is understood that the first competition for it will be at the Springfield races in September. It will probably not be so "offensive to amateurs," or so conspicuous a "piece of advertising," as to deter any wheelman from desiring to possess it, or any amateur racing man from competing for it.

This trophy will soon be fully described and illustrated, and probably placed on exhibition, where wheelmen can see it in other places. It is now on exhibition at the store of Shreve, Crump & Low, Washington street, Boston.

## FROM THE CLUBS.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

## FIXTURES.

- SEPT. 1—Race Meeting Kings County Wheelmen.  
 " 1—Race Meeting Fulton (N. Y.) Bi. Club.  
 " 1—Race Meeting Binghamton (N. Y.) Bi. Club, open only to club members.  
 " 3—L. O. W. Meet at Columbus, Ohio.  
 " 3—Seventh Meet of the League of Essex County Wheelmen.  
 " 4—Race Meeting at Manchester, N. H.  
 " 12—Second Annual Race Meet Maryland Bicycle Club.  
 " 12—One mile State Championship, Maryland, Oriole Park. Open to members of League of A. W., State of Maryland.  
 " 12, 13 and 14—Race Meeting Trumbull (Ohio) Bi. Club.  
 " 13—Race Meeting Buffalo Bi. Club.  
 " 18, 19, and 20—Race Meeting Springfield Bi. Club.  
 " 20—Race Meeting at Des Moines County Agricultural Fair. Sanctioned by L. A. W.  
 " 26—Race Meeting Albany Bi. Club.  
 " 29—Race Meeting of the Germantown and Philadelphia Clubs.  
 " 29—Fifth Annual Meet of Philadelphia Wheelmen.  
 " 29—First Annual Meet of the Pennsylvania Division L. A. W.

## WHEEL RACES.

August 17th, Medina, Ohio.—Races of Medina Bi. Club. Half-mile track of clay, in good condition.

One-half mile—J. D. Pugh, first, time, 1m. 41s.; Charles F. Hobart, second.

Three miles—Fred. Root, first, time, 12m. 15½s.; Paul North, second.

Five miles—T. S. Beckwith, first, time, 20m. 21½s.; J. O. Stene, second.

One mile, best two in three—Asa Dolph, first, time, 3m. 13½s., 3m. 20s.; Geo. Collister, second.

One mile—A. C. Bates, first, time, 3m. 41½s.; Charles Hobart, second.

One mile, for "Star" Bicycles—Chas. H. Frazier, first, time, 3m. 11s.; L. F. Copper, second.



Aug. 23d.—Races at Ashland, Ohio. Clay track in fair condition.

Three miles—Asa Dolph, first, time, 10 min. 30 sec.; H. Wetmore, second, 10 min. 50 sec.

One mile—E. H. Cowan, first, time, 4 min. 30 sec.; W. H. Wetmore, second, time, 4 min. 50 sec.

One-half mile—E. H. Cowan, first, time, 2 min. 15 sec.; W. H. Bissman, second, time, 2 min. 20 sec.

Aug. 24th.—Races at New London, Ohio. Half mile track of clay, very heavy.

Two miles handicap—Asa Dolph (scratch), first, time, 8 min. 2 sec.; Ray Van Veen, (37 seconds), time, 8 min. 42 sec.

#### RICHFIELD'S TOURNAMENT.

A better day than Saturday, August 11th, for the holding of any outdoor sport, especially a bicycle tournament, could scarcely be imagined. In Richfield Springs the day was perfection itself. The race track was in excellent condition, and the time made by the wheelmen was good. In short, the whole affair was the success of the season. About 40 wheelmen were present, at least 35 appearing in line in the grand procession. Two of the number, Mr. C. L. Wurts, Jr., and H. C. Taylor, were summer guests. Four men, Messrs. Prince, Hall, Wollison, and Brown, were members of the Berkshire County Wheelmen, Pittsfield, Mass.; four, Messrs. Cole, Burch, Wheeler, and Smith, belonged to the Albany Club; six came from Rome; two from Ilion, and half a dozen from down the valley. Utica had about seventeen representatives, including one from Westmoreland and one from Clinton. Unfortunately, however, the best riders of the Utica Club, Messrs. Metz, Gilmore, and Kellogg, were unable to come, which alone can account for the poor showing made for the prizes.

The first race, a half mile dash, open to all, with fourteen contestants, was a lively one, and was hotly contested by Messrs. Wollison, Cole, of Albany, and Taylor. The first named set a fast pace, but the field was after him hard. The result might possibly have been different had it not been for a collision on the back stretch, in which "horse and rider lay sprawled everywhere." A protest was made by Mr. Cole and Mr. White, but the judges disallowed the claim. The finish was exciting, Wollison leading slightly, closely followed by Cole and Taylor. The time was 1 minute 35 1-4 seconds.

The first heat in the mile race, best two in three, open to all, brought out a number of starters. For the first half, it was a pretty fight, all coming down the stretch abreast. The last half made a gap between Prince, of Pittsfield, Mass., Cole, White, and the others. On the homestretch Prince, who had thus far been third, made a magnificent spurt and came down at a 2:50 pace, winning the heat easily in 3 minutes 32 1-2 seconds, followed by Cole and White.

The fancy riding match brought two young men, well known in Utica, H. J. Hall, Jr., of Pittsfield, who was recently a guest of Mr. Damon, of Utica, and young Sidney Nicholson, aged 13, of the Utica Club. H. C. Brown, of Pittsfield, also competed. The movements were exceedingly pretty and graceful, some of them being extremely difficult. Young Nicholson did splendidly, and received the most enthusiastic applause. But Mr. Hall's age, strength, and experience were a little too much, and he was declared the victor, having made 170 points to Nicholson's 141. The latter, however, is bound to make one of the greatest fancy riders in America. He is a phenomenon on the machine.

The second heat in the mile race was a decisive struggle between Prince and Cole. The former, who, by the way, is a brother of the champion bicycle rider of the world, won easily in 3:37 1/2.

#### UTICA BEATEN.

The relay race brought out the Pittsfield and Utica boys, the other clubs for various reasons withdrawing. As before mentioned, the Uticans had only one real fast rider, Mr. Cutter, and were therefore placed at a great disadvantage. The beautiful solid silver cup, the trophy of the victors, goes to Massachusetts, the time for the two miles being 7:11 1/2. The Utica boys all rode well, considering their opponents.

The slow race was easily won by Master Sidney Nicholson, who rode so beautifully slow that he compelled opponents to cross the line long before him. The lad was showered with congratulations, and he justly feels proud of his prize.

The last race (five miles) was one of endurance, and although seven started, only two finished. For two miles it was closely contested, every lap being characterized by spurts and brushes. At the end of the third mile all but four had dropped out, and a half mile more the third man was sadly lagging. The last mile was an exciting one between Hall and Prince, as they were no more than ten feet apart at any time. The race down the last stretch was the prettiest ever seen, the vast audience in the grand stand all rising and cheering. It was a hot and a fast finish, but Prince was victorious by about five feet in 20:26 1/2. Each mile averaged about four minutes.

Thus closed the first bicycle race in Richfield. It was an unqualified success in every particular. The crowd was very large and enthusiastic. Every one was pleased and pronounced it the great event of the season. The visitors were generously and hospitably entertained by Messrs. Proctor and Welch.

The officers were as follows: T. R. Proctor, President; Colonel Lawrence Kipp, Bayley Myers, Colonel M. H. Linn, of New York, Judges; Dr. F. H. Boynton, of Brooklyn, Starter; George W. Taylor, of New York, Clerk of Course; Fred. Martinez, of New York, Scorer; W. M. Griffith, of Utica, Referee; Commander Lewis Clark, U. S. N., E. C. Miller, and W. A. Ketchum, Time-keepers. Most of the boys returned last evening, tired but happy.—*Utica Tribune*.

#### KINGS COUNTY RACE MEETING.

The Kings County wheelmen's race meeting, to be held Saturday, September 1st, promises to be one of the most interesting events ever held in this vicinity. In looking over the list of entries we notice the names of riders whose record on the racing path is such as to guarantee that the time in the various races on the programme will not be by any means slow. The twenty-five mile event will be particularly interesting. The main object of the contestants in this race will be to beat the best out-door record of 1 hour 43 min. and 1-4 sec., and from what we learn of Messrs. Pettus and Hale's training time, the winner of this event will have to ride some minutes faster than the previous record as stated above. The fight for this race between the above-named riders will be a very bitter one, as they are said to be evenly matched and in equal training and condition. Our betting friends, who do not mind a little bet just to make the thing interesting, you know, can be seen hovering about the grounds of the Williamsburgh A. C., watching the gentlemen in their daily practice with great anxiety, and fearing to place their hard earnings on either of the mentioned riders. The other entries for the same race make it exceedingly uncertain that either of the K. C. W. men will carry off the honors. The medals for the several events, which have been on exhibition at McCue Bros. since last Saturday, are certainly the finest ever offered in this vicinity on any similar occasion, and an honor to the enterprising club who present them. Our racing men who do not contest for them will certainly wish they had, and

we hope to see at least one on the manly breast of a New York man. Music has been engaged to enliven the occasion, and, as we said before, all that is needed as a finishing touch to what promises to be a most prominent event in bicycling annals, is one of September's pleasant days. We will say for the benefit of our New York men, who intend witnessing the races, that the grounds are located in the Eastern District, Brooklyn, corner Wythe avenue, Penn and Rutledge streets, and easily reached via either Grand or Roosevelt streets ferries, to Broadway, and Franklin avenue cars, which run direct to the grounds. The races will be called promptly at 3:30 P. M.

OWEGO.—A Bicycle Club has been organized in this town, with the following officers: Ward Decker, Captain; Earl Hyde, Secretary; Frank Stanbrough, Treasurer; and Willis Metcalfe, Bugler. It has not yet been decided whether it is to be a League or non-League club.

Respectfully,

EARL HYDE,  
Secretary.

#### SPRINGFIELD NOTES.

[From the Gazette.]

The Camp will be located on the Park, and will be ready for occupation Monday, September 17th. The Camp will be composed of wall tents, 8x12, each containing four perfection cots, and the only necessary articles for wheelmen to bring will be blankets for their own use.

\$2.50 PER DAY, PER MAN.

The tickets for each day will cost \$2.50, which includes admission to the Park, camp, cot, breakfast, dinner, and supper.

Tents and cots only, cost each man \$1.00 per day.

Meals furnished by Harvey Blunt, of Boston.

Breakfast will consist of steaks, chops, eggs, hot biscuit, white and sweet potatoes, tea, coffee, and milk.

Dinner: soup, chowder, fish, hot joints (roast or boiled), potatoes, vegetables, cake, ice cream, tea, coffee, and milk.

Supper: cold joints, tea-biscuit, sauces, pies, tea, coffee, and milk.

Any member of the Camp requiring meals at other than fixed meal-times must make arrangements with the caterer.

Each tent to contain four men.

Each man should provide himself with toilet requisites.

The occupants of the tents are requested to keep the camp furniture in order.

Strangers will not be allowed in Camp after 9 P. M.

Members are requested to have lights out not later than 11.30 P. M.

Baggage will be conveyed from and to the station, free of charge.

Wheelmen will give the Club's porter at the depot their checks for baggage, who will give a check in return. Baggage can be obtained at the baggage tent or the Park. Wheelmen having small bundles with them can also have them checked at the depot for the Park. Wheelmen leaving, can leave their baggage at the baggage tent where it will be safely taken care of and carried to the depot free of charge.

A safe will be provided for the keeping of money, valuables, etc.

Parties furnishing their own tents can be supplied with cots upon application.

Application for tents, cots, etc., should be made as early as possible to H. W. McGregory, Chairman, Springfield Institution for Savings, Springfield, Mass.



## PROGRAMME.

September 18—First Day.

Park open at 8 A. M.

Exposition at Skating Rink opens at 11 A. M. Band Concert by C. W. Hutchins' band—25 men.

A band concert will be given at 12 M. by E. H. Little's brass band—25 men—on Court Square, lasting one hour.

Concert in the Park at 1 P. M., by Colt's band of Hartford, and Hutchins' band of this city.

## RACES AS FOLLOWS:

2 P. M.—One mile handicap amateur race.

2:15 P. M.—One mile tricycle race for the championship of the United States.

2:30 P. M.—The race for the ten mile amateur championship of the United States.

3:15 P. M.—One mile ride and run race.

3:30 P. M.—One half-mile dash.

3:45 P. M.—Two mile handicap race.

4 P. M.—Two mile club race.

4:15 P. M.—Two mile race for "Star" bicycles only.

4:30 P. M.—A twenty mile horse vs. bicycle race, for which Berte Le Franc will ride twenty miles, using ten horses against any four bicyclers, each changing every mile.

In the evening there will be a grand illumination, using 5,000 lanterns, calcium lights, colored fire, etc., etc.

Continuous music will be furnished day and evening by three bands of music, also for the old-fashioned village-green dance.

September 19—Second Day.

Park open at 8 A. M.

Concert at 9 A. M., by Colt's band.

10 A. M.—Grand parade, forming on the mile track, and passing out the north gate, cross the north end bridge to West Springfield, counter-march to Springfield, down Main street to Vernon, Water, Howard and Main, to the Park.

The music will be mounted, and one band head each Division.

## RACES AS FOLLOWS:

2 P. M.—One mile bicycle race without hands.

2:15 P. M.—Two mile scratch bicycle race.

2:30 P. M.—Ten mile handicap race for amateurs.

3:15 P. M.—Tug of war race.

3:30 P. M.—Five mile handicap bicycle race.

4 P. M.—Twenty mile race for the \$1,000 Columbia prize cup.

5:15 P. M.—A ten mile professional handicap race, open to all.

Concluding in the evening with one of the grandest displays of fireworks ever given in the United States. (For full description, see page 16.)

September 20—Third Day.

Park open at 8 A. M.

Club drills at 10 A. M.

## RACES AS FOLLOWS:

2 P. M.—One mile scratch race.

2:15 P. M.—The Inter-College, 5 miles, for a \$500 trophy.

2:45 P. M.—Five mile tricycle race for the fine Overman tricycle and other prizes.

3:15 P. M.—Twenty mile race for the professional championship of the world and \$1,000.

4:30 P. M.—Race for the amateur 25 mile championship of the United States.

5:30 P. M.—One mile consolation race.

The festivities close in the evening with a grand banquet for visiting wheelmen at the City Hall; a limited number of tickets for sale, price \$4.00, to be procured of A. L. Fennessy.

The bicycle and tricycle exhibition will be open day and evening at the Skating Rink, and a band of music in constant attendance. The admission will be free to all.

To Wheelmen: It is the intention that there

shall not be a dull minute for you after 8 A. M., of the 18th, till we close the festivities in the small hours of the 21st. We have made arrangements that will carry out our idea. We have three first-class bands of music, which will help to enliven the Park and Camp. Our exhibition is at the Skating Rink, and we also have a mammoth tent on the Park, with tables, chairs, etc., where we all can while away a pleasant hour with our friends, and with pleasant weather wheelmen will, we expect, pass the three days in perfect bicycling bliss and joys such as only wheelmen and all lovers of out-door sport and recreation can ever expect to see again.

## OFFICERS OF THE DAY.

General Director—Henry E. Ducker.

Referee and Official Handicapper—Fred Jenkins, 45 West 35th street, New York.

Judges—Gilbert H. Badeau, President N. A. A. A., New York; F. A. Egan, President Ixion Bicycle Club, New York; Fred T. Sholes, Cleveland, O.; F. C. Hand, Scranton, Pa.

Timers—O. N. Whipple, 329 Main street, Springfield, Mass.; L. H. Johnson, Orange, N. J.; Geo. Avery, Manhattan Athletic Club, N. Y.; Geo. Robinson, Springfield; W. C. Marsh, Springfield.

Scorers—George Taylor, Springfield; Geo. D. Baird, American Athletic Club, New York; Chas. Haynes, Springfield; Fred Ripley, Springfield.

Clerk of Course—Charles E. Whipple.

Assistant Clerk of Course—D. E. Miller.

Starter—Henry E. Ducker.

Treasurer—A. L. Fennessy.

Police—W. H. Jordan.

## CLIMBING COREY HILL.

PRESSY, THE PENNSYLVANIAN, SUCCEEDS ON A STAR MACHINE.

The hill-climbing contest at Corey Hill, Brookline, August 25th, under the auspices of the Boston Bicycle Club, was a complete success in every particular. The contest was announced some time since, and has been looked forward to with much interest, not alone by wheelmen, but by all interested in athletic sports, as the hill is very steep, and is without doubt the hardest hill ever surmounted by a bicycle in this country and probably in the world. This is the first hill-climbing contest of any consequence ever held in this country, although in England they are very common and create much interest. A great number of wheelmen have attempted to climb the hill, but all have failed with the exception of Mr. H. D. Corey, who rode up once on a bicycle and once on a tricycle, and Mr. W. W. Stall, who rode up once on a tricycle.

The first man was started at a few minutes past 4 o'clock, some 400 people being present as spectators, about 100 of whom were wheelmen. The start was made at the foot of the hill, on Beacon street, and was from a standstill, the competitor's machine being held by an assistant and pushed off at the word "go." The first man was L. W. Morse, of Attleboro, Mass., who started off quite fast, and kept up the pace to the first house on the left, which is situated about 400 feet up the hill; then he rode quite slowly to Prospect street, 60 feet above, at which point he fell off.

L. Freeze, of Andover, Mass., in like manner, rode fast for 400 feet, and then slowed up, but succeeded in riding a few feet above the point where Morse fell off, and then dismounted as gracefully as possible.

Mr. J. S. Dean, of the Boston Bicycle Club, on a Victor tricycle, rode very slowly and steadily from the start, taking over two minutes to reach Prospect street, a distance of 900 feet, after which he increased his speed slightly, and continuing on passed the highest point reached by the bicyclists, and then amid the cheers of the audience rode ten feet further up.

Mr. A. B. Prince, of Pittsfield, Mass., rode quite fast, but very steadily, sitting up very straight and riding with apparently little exertion. He rode about five feet above where Dean stopped, and then was obliged to dismount, owing to getting his wheel in a very soft place in the road. His performance was the best for the regular crank bicycle, and would undoubtedly have been better if he had been more acquainted with the hill, as he is considered to be one of the best hill climbers in the State.

Mr. C. H. Wilkins, of Manchester, N. H., rode in excellent form, but fell off a short distance above Prospect street.

Thomas Midgely, of Worcester, Mass., the sixth man, has a fine record as a hill climber, and much was expected of him; but owing to his not being acquainted with the hill, he got into a sandy place, and was obliged to dismount about ten feet behind Prince's stopping-place.

The next competitor was W. W. Stahl, of the Boston Bicycle Club, who was mounted on a Victor tricycle, took a steady pace at the start, and did not vary it in the slightest to the finish. He rode in splendid form, easily passing the place where all the others had failed, and continued steadily on to within 200 feet of the finish, where, owing to the poor condition of the road, and the crowd gathering so closely around him as to scarcely permit his seeing the road in front of him, he had to stop. He is of the opinion that if the crowd had been kept away from his machine he could have ridden to the top of the hill.

Mr. C. L. Clark, of the Boston Bicycle Club, rode only a short distance up the hill before he fell off.

Mr. Bert Pressy, of Smithville, Pa., on an American Star bicycle, rode slowly to Prospect street, and then slightly increasing his speed, continued with apparently but little effort right up to the top, where he was greeted with enthusiastic applause by the spectators, he being the only rider who could reach the summit. Mr. Pressy is a young man of but slight build, and does not look as though he possessed more than the ordinary amount of strength; but he evidently does, as the strain on a man in riding up such a hill as this is tremendous, and requires a very powerful physique to stand it.

The tenth and last starter was Mr. H. W. Smith, of Worcester, Mass., who rode in excellent style, and, next to Prince, rode the farthest of any rider of the ordinary bicycle.

The result was a surprise to most every one, as the "Star" bicycle had previously been thought inferior to the ordinary crank bicycle in the matter of hill-climbing. It is but justice to the latter machine, however, to state that none of our best local hill-climbers took part in the contest, all the bicycle riders being from a distance, and consequently unacquainted with the hill, while Mr. Pressy had ridden up three times previous to the contest.

The following is the grade of Corey Hill: Total length, 2,300 feet; height, 199 feet; average, 1 foot in 11.41. Horizontal length from Prospect street, 1,464 feet; height, 129.3 feet; average rise, 1 in 11.32 feet. On the last 150 feet the average is 1 in 7.85 feet, and for the next 470 feet lower down the rise is 1 in 7.87 feet. The following table shows the distance ridden and time made by each competitor:

| Name                | Time at Prospect st. m. s. | Time at finish. m. s. | Distance.  |
|---------------------|----------------------------|-----------------------|------------|
| Bert Pressy.....    | 1 40                       | 4 41 3-8              | 2,300 feet |
| W. W. Stahl.....    | 1 58                       | 3 29                  | 2,100 feet |
| A. D. Prince.....   | 1 21                       | 2 49 3-4              | 900 feet   |
| H. W. Smith.....    | not taken                  | not taken             | 898 feet   |
| J. S. Dean.....     | 2 17 1-2                   | 2 49 5-8              | 895 feet   |
| Thomas Midgely..... | 1 38                       | 1 57 1-2              | 890 feet   |
| L. Freeze.....      | 1 40                       | 1 57                  | 888 feet   |
| L. W. Morse.....    | 1 39                       | 1 45 1-2              | 885 feet   |
| C. H. Wilkins.....  | 1 25                       | 1 34                  | 870 feet   |
| C. L. Clark.....    | did not reach              | 1 35 7-8              | 450 feet   |

—Boston Globe.





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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.

TO THE BOARD OF OFFICERS L. A. W.

GENTLEMEN: Rule 12 of the Rules and Regulations L. A. W., as amended, stipulates that "there shall be two meetings of the Board of Officers each year, one of which shall be held in the fall, subject to the call of the President." In the execution of this privilege I have thought expedient to name an earlier date than formerly selected for such meeting, thereby taking advantage of an occasion when a greater number of its members would be convened. I have selected the morning of the 20th day of September next—the place of meeting to be Springfield, Mass. I have thought the occasion of the anticipated great gathering of the fraternity at that time and place the most opportune, as all, or nearly all, of the Board of Officers will doubtless be present on that occasion. Should the weather prove such as to interfere with the carrying out of the programme as arranged, an opportunity may be offered for the Board meeting on another day or hour better suited to the convenience of the members, and which will be duly announced from headquarters. I trust there will be no lack in the attendance of the officers of the Board, thereby facilitating the transaction of necessary

business, and assisting to give numerical and moral support to the worthy efforts of our largest L. A. W. club.

Yours fraternally,

N. MALON BECKWITH,

Pres. L. A. W.

NEW YORK, Aug. 28, 1883.

#### JERSEY LAW.

A little boy was once asked where New York was located. He replied that it was opposite Jersey City. Perhaps this question in geography may seem ambiguous to a reader of THE WHEEL, and foreign to the subject of cycling, but it is our purpose to speak of the relation of cycling to Jersey City, and we desire at the start to impress upon the public the fact that Jersey City is opposite New York. We are a great admirer of New Jersey, and the people therein contained. Perhaps the fact of our having lived there the first year of our humble existence has something to do with the feeling, and it is not without the greatest regret that it becomes our duty "officially" to warn the wheelmen of New York to avoid the streets and highways of Jersey City.

In the early days of the velocipede it seemed that the craze struck Jersey City very hard. It went wild on the subject of wheels, and the streets and avenues were crowded with them. The intelligent officials in charge of the town then saw fit to put a stop to the innocent amusement, and accordingly, March 17, 1874, passed the following ordinance, which is still in force, and practically puts a stop to wheeling in Jersey City. It reads as follows:

AN ORDINANCE REGULATING THE USE OF STREETS, SIDEWALKS, AND PUBLIC GROUNDS IN JERSEY CITY.

SECTION 29.—No person shall drive, ride, or propel any velocipede or other wheeled machine or vehicle, whether propelled by the hands or feet, except children's carriages, and carriages or wagons, used and occupied by an invalid or invalids, or persons deformed or crippled, on any sidewalk, street or public place in Jersey City, under a penalty not exceeding five dollars for each offence.

Now one would naturally presume that in these enlightened days of civilization, that the ordinance would be a dead letter, but we regret to say it is an exceedingly "lively corpse." A correspondent writes us that one officer, stationed on Ocean Avenue, persists in arresting every wheelman, whether mounted or wheeling his machine in the street. The other day a Hudson County wheelman was threatened with arrest and compelled to dismount.

A while ago three New York wheelmen were riding through the town, when they were all arrested, and detained until they could procure bail. Now this state of affairs is ridiculous and steps should immediately be taken to have the obnoxious law repealed. The courts have always sustained the rights of the bicycle on the highways and any attempt to rule them from the road has always failed.

There is a strong League club in Jersey City,

the Hudson County Wheelmen, and with the aid of the Chief Consul, backed by the State Division, and if necessary, the League, there should be no trouble in removing the ordinance which is a disgrace to Jersey City. It is a matter of considerable interest to all and we trust the subject will receive immediate attention from the proper League authorities.

#### THE POPE CUP.

It should be noted by wheelmen that, although the Columbia Bicycle Prize Cup will be offered for competition in connection with the races at Springfield, in September, it is subject to certain peculiar conditions, stated in the published rules. One of these conditions is, that entries are to be made at the office of *The Wheelman* (608 Washington street), Boston, Mass., and duplicate entries are to be made with the management of the Springfield races; another condition is that each entry made at the office of *The Wheelman*, shall be accompanied with five dollars deposit, which, however, will be returned to each competitor riding the full distance; another condition is, that the cup will not become the property of the competitor who is winner in the first race for it, but must be run for three times by the same person, or else won once by a record of twenty miles within one hour's time.

It is to be noted, however, that the winner in each instance will have an appropriate trophy of the race as a personal ornament and a credential.

It is understood that this smaller trophy will be in the form of a gold medal, tastefully engraved and suitably inscribed; and that the winner of three of these medals, while not required to pass in his checks exactly, will obtain the prize cup on exhibition of them.



Huss, of the Citizens, owns a Sociable, and often finds it difficult to secure a companion to ride the affair with him. The other evening, while the club philosopher was visiting the Citizens, Huss came in to see if he could find a partner for a spin; not securing the desired article at his own club, he appealed to him for the loan of one of his club mates. Now the club philosopher has lately joined a Bible class, and in consequence, he said, was forced to decline the desired loan, as he had learned there, that "It is not good that a man should be alone."

"Estie" has lately been ruralizing at Long Branch with "Pit," and spends what time he has to spare, from aiding "Pit" in composing his forthcoming book, in solitary rambles along the beach, with a pair of compasses, a dictionary and a Chinese umbrella, trying to figure out what relation the new club dog "Brandy" is, to the lately eloped "Patsy Ixion."

"Campanini" Newman has returned from his summer villa, on Magnificent avenue, Clap Town. His club intend to enter him in a race



against the lately discovered Noah's Ark. Heavy betting as to results are made, as he has already in private trials at the kitchen of Cafe Coulter, beaten an egg.

This is an editorial opinion of how a man feels the first time he appears equipped for the road: "The first bicycle suit a young man wears, will impress him more, and bring him to a sadder contemplation of the dull, hazy poet, and a fuller realization of the future's requirements and grave possibilities, than all the philosophy of Locke and Franklin."

An effort is being made to induce the "club infant" and "Jumbo" Sterry, to indulge in a glove fight, for a fifty-dollar gold medal, Marquis of Queensbury rules to govern. As these two gentlemen average about 200 pounds weight each, a very lively meeting is to be expected. Sterry has gone into training on "well-nosed" clams, while the "infant" contents himself with a diet of red para tyre, his theory being that by absorbing enough of these beforehand, he will not have to *retire* from the fight, until declared a winner. "Campanini" Newman is training the "Infant," and Oliver, looks after the welfare of "Jumbo."

The newest departure in the shape of bicycling literature is "*The Cycle*," a copy of which is before me. While I do not think either of the editors will become millionaires from the revenue they receive from it, I am always glad to see any laudable attempts to spread the gospel of cycling, and therefore extend the right hand of fellowship to this new apostle. May the rust of neglect ne'er gather on thy *Cycle*, my boys, but be ever bright and new as it is now, is the sincere wish of the "Owl."

President Beckwith is fast becoming a convert to the pleasures of tricycling.

The funny man of the club, wanted to know the other night what was the similarity between the official outfitter when making a uniform, and of a bee gathering honey. According to precedent we all gave it up, and he replied, "The tailor sews and rips, while the bee seeks a rose and sips." He died hard, but the offence was too great, and we couldn't let him live after so vile a pun, so now he serves as daisy bait beneath the terraced lawns surrounding the club.

"Ye President" Egan, seems to have located himself near the Grand Central Depot, for the purpose of getting some arrangement made, regarding a special train to Springfield. He reports progress making slowly.

Philadelphia promises to redeem herself in September. I hope she will, and to show my faith in promises made, I shall not take my lunch along, to be sure of something to eat, in case another run is taken to Bryn Maur, as I had intended to do.

#### NEW ENGLAND FAIR RACES.

The Fourth Annual Meet and Races in connection with the New England Fair will take place Tuesday, September 4th, under the auspices of the Manchester Bicycle Club. A cordial invitation is extended to the wheelmen of New England to be present and participate in the festivities of the occasion. The general plan of entertainment will be the same as last year at Worcester. Visitors will be met and escorted from the depot to the headquarters during the forenoon of the 4th.

Railroad fares will be at reduced rates, and admission coupons on railroad tickets will be redeemed by the committee, as a bicycle suit will admit the wearer anywhere on the grounds on that day. Tariff on bicycles, 25 cents for 50 miles or less.

Dinner will be served at 11:30, after which the

company will ride to and parade in the Park and witness the races. Please advise the Secretary on or before September 1st, if you will come, and if hotel accommodation are needed.

C. A. SMITH,

Secretary M. B. C.

#### THAT STAR RACE.

MEDINA, OHIO, Aug. 14, 1883

To G. F. Flinn, Philadelphia, Pa.

Open to world: strictly under League rules. Entries close August 17th, 11 A. M.

B. HENDRICKSON, Sec.

The above dispatch was in reply to an inquiry concerning the races at Medina, Ohio, which were given under the auspices of the Medina Wheel Club, and the information sought was particularly in reference to the one mile event for which an Expert Columbia was offered. One of our boys, a Star rider, thought he would like to have a crank machine to practice on—and like ourselves favors home industry—thought he would like to have the Expert in question, so promptly entered in accordance with the above dispatch and repaired to the field of action, arriving at Medina the morning of the 17th. He entered for the "Half Mile," "One Mile" and "Three Mile" races, and with his Star responded promptly to the call. When mounted and ready for the first race he was called up to the judges' stand and informed that he was not allowed to ride, because if he did the others would not go in, and for the further reasons that the machine was not a bicycle, and that it would fall and someone would get hurt. The Star rider assured them that it *was* a bicycle and that he knew how to ride it. Other wheelmen from Cleveland, Ohio, and also from Canton, Ohio, tried to persuade them to run the race according to League rules, which of course included the Star, but all to no purpose. Finally one of the judges was heard to say that the young Star rider was a stranger to them (a poor place for strangers) in whom they had no interest, so rule him out, and so they did. According to the above dispatch the Star is not of this world—they construed it literally as belonging to the Celestial sphere, and the League rules referred to were simply a joke so as to fool riders some 500 miles for naught. There were two or three other Star riders present, who soon improvised a race in which the Stars were entered, and to their credit one of the Stars beat the best crank time some 5½ seconds, and it is said made the best time yet made in Ohio. As to this latter we do not know but his time was 3:11, while the best time for a mile made by the cranks was 3:16½. It is apparent who would have won the first prize had not the Star been barred.

Now the question arises, how is this kind of treatment going to end? Will it not divide the wheel fraternity—one being Star riders and the other the "ordinary" with a sprinkle of the tricycle between? We, as champions of the Star, should deprecate such result, and it will be no fault of ours nor of the average Star rider if it comes to pass. Why do they wish to bar the Star? Are they afraid of its future? Certainly not of its present and young unskillful riders. Do not the Star riders represent an advanced and thinking class ready to try anything new—and good? And is not this the true spirit of any true American? We wish some disaffected wheelman would solve the mystery. Star riders have no desire to thrust themselves upon the courtesies of crank riders if they are not wanted. Again, we notice that riders of English built machines are inclined to be more liberal and generally have a kind word for the Star, while riders of the Pope machines, and especially the agents of these machines, generally turn or go in some other direction as if it were a part of their business—all to a man—to cry down the new rival. We are at loss to explain

this, because we, as manufacturers of the Star, always say, buy a Pope machine if you will not purchase a Star, and we had hoped that they and their agents would reciprocate, not because they particularly admire the Star, but on principle—that of encouraging home industry.

The L. A. W. recognizes the Star as a bicycle, and most Star riders are members of the League. We believe the L. A. W. to be a good thing, and will support and encourage it as long as its influence will be exerted for the benefit of the whole wheel fraternity, and we think it will be to the advantage of every wheelman to belong to it and to lend his aid in conducting it in a manner that will enhance wheeling interests everywhere without distinction of make or style of bicycle. In other words, it should not be run in the interest of any particular manufacturer or inventor of machines, and its members should be allowed to ride machines of their own choice.

The immediate solution of this trouble, so far as relates to barring the Star out of certain races, we think is within the powers of the Racing Board, who should not grant permission for races except such that shall be conducted strictly under *legal rules*, barring no machine that is admissible under League rules, and we shall await their early and intelligent consideration in the matter. We do not approve of the so-called "Star races" now advertised for Springfield, Brockton, and Chicago, and we hope the Racing Board will withdraw their permission if the ordinary bicycle is barred. Nor do we approve of the Pope race at Springfield, nor the barring of the Stars at the Genesee races, Rochester. Permission for all these should be withdrawn.—*Editorial in the Mechanic.*

#### TRANSPORTATION CHARGES IN NEW JERSEY.

*Editor of the Wheel:* Permit me to call the attention of the author of "A Sunday Ramble in Jersey," published in your issue of 17th inst., to the following facts:

The R. R. Committee, L. A. W., prints this notice in the League organ: "Pennsylvania, 25 cents for 50 miles or less, and half cent per mile over fifty." If this gentleman had taken the trouble to post himself on the official charges, he need not have been "skinned" by the baggage-master, who undoubtedly perceived his veridancy at a glance and calmly pocketed the extra quarter.

The "Romsome" road runs over the now fashionable Rumsen Neck, and is spelled similarly; perhaps Postmaster Applegate has already notified him of another orthographic error.

I should like to suggest to this enthusiast that public lobbying in a State of which he is not a resident, is hardly in good taste—in fact, is none of his business. The gentleman he refers to, has been a valued wheel friend of mine for nearly five years, and no one appreciates more fully his many good qualities, or regretted more sincerely his severe illness. Although somewhat irrelevant to the subjects discussed, permit me to remind this gentleman from New York, that the *nom-de-plume* he assumes, was adopted by an American writer for the wheel press five years ago, long before the club of that name was ever dreamed of. It has appeared with sufficient frequency in the interval to entitle it to respect.

Obediently,

LEWELLYN H. JOHNSON,

Chief Consul New Jersey.

ORANGE, August 21, 1883.

#### THE COLONEL'S TRIP.

Colonel Albert A. Pope has returned from his summer pleasure trip abroad. He, of course, was one of the "fixtures" of the great Harrogate Meet, and his sunny face and robust body



gave the English cyclist an active example of the representative American wheelman. Colonel Pope, accompanied by Mr. Frank W. Weston, rode very near the head of the line in the great procession, the Colonel carrying the American flag, the Stars and Stripes receiving the cheers of the assembled multitude. The wheelmen's meals were served in a big tent, and the dinner of the last day of the Meet took the form of an informal banquet, with speeches and congratulations. The President made the opening address, and was followed by Mr. Weston, who was introduced by Mr. Lacy Hillier. Mr. Weston was received with hearty cheers of welcome, and made an excellent address, speaking briefly of the Cyclists Touring Club in America. Mr. Hillier introduced Colonel Pope, not only as an American wheelman, but also as a soldier, with a well-earned military title. The Colonel was greeted with prolonged cheers, and it was some time before he could sufficiently calm his audience to make himself understood. He spoke from fifteen to twenty minutes in his usual spirited way. He said that he was an American and he was proud of it, and that he was an English American, which made him doubly proud. He highly complimented the skill of English manufacturers, and in conclusion spoke briefly of the progress of the League of American Wheelmen. Short addresses were also made by the Secretary and others. Colonel Pope made some most delightful tours while abroad. On one day he made a trip to Kirkstone Abbey; and in the afternoon of the same day he rode from Leeds to Harrogate, a distance of some eighteen miles, in company with Mr. Hillier and another wheelman, Mr. Hillier riding a tricycle, and the party surmounting several long and steep hills. Colonel Pope rode his own bicycle, an Expert Columbia, which machine attracted the greatest admiration of the English cyclists, who were surprised at the excellence of the American bicycle.

Sunday Colonel Pope gave his bicycle a day of rest, and in company with Mr. Arthur B. Perkins, of Bradford, and Messrs. Bob Bryson and Ronald Strange, of Glasgow, took a fly, and enjoyed a ride over the splendid drive to Fountain's Abbey, where the party alighted and tramped over the beautiful grounds, which extend in every direction as far as the eye can reach. They walked six or seven miles, with Mr. Bryson to set the pace. As Mr. Bryson stands six feet six inches in his stockings the length of his strides can be only realized and appreciated by his struggling followers.

#### A LEAGUE INTRODUCTION.

*Editor of the Wheel:* In an editorial, entitled "League Clubs," in your issue of August 17th, you say: "An obscure paragrapher of an eastern journal, devoting an occasional column to local bicycling, has asked us to explain why League membership is an advantage, and whether a bicyclist, in touring, would not have the same treatment if he were not a League member." If this "obscure paragrapher" visited our town, he would soon discover the advantage of belonging to the L. A. W., for, if he could not show his card, we would take him for a tramp, or ineligible of election in the League. Two tourists of this sort passed through here a week ago. They were treated with the courtesy one gentleman extends to another, and were directed to the best road, yet they were obliged to leave town without lunch, because an independent landlord did not wish to take the trouble of serving it. Landlords in the county have heard of the L. A. W., and know many of its members, to whom they are universally polite and attentive.

I have had the same experience as Mr. F. C. Dunn, who was stopped by the police in the streets of Norfolk, last week, for blowing his caliope.

Some time ago the Chief of Police of Lancaster, Pa., threatened to take mine from me for the same reason, that they use this whistle on their force. The police have since been so annoyed at the constant sound of these whistles, that they have abandoned the use of them. The Chief has offered me their whole lot at half price.

Fraternally,  
MARIETTA.

#### FROM THE CLUBS.

**MONMOUTH WHEELMEN.**—A Bicycle Club, with the above name, was organized at Red Bank, N. J., on August 22, 1883. The following is a list of officers and members:

Dr. G. F. Marsden, President; S. A. Lockwood, Captain; Thos. H. Applegate, Lieut.; G. O. Waterman, Sec and Treas.; A. Coleman, Bugler; J. B. Bergen, R. Taylor Smock, W. M. Van Schaick, C. S. Hill, Jr., A. Frick, Dr. Edwin Field, W. S. Hill, W. A. Cole, W. A. French, Jr., P. C. Borden, Dr. Richard Borden, John T. Lovett.

It was resolved that the club should become a "League Club" Yours truly,  
G. O. WATERMAN, Sec.

**WHIRLING WHEELMEN.**—East Baltimore City, anxious to keep pace with her up-town brethren in the art of bicycling, a party of enthusiastic young men have formed a L. A. W. organization, known as the Whirling Wheelmen of Maryland, with Mr. Fred. L. Shaffer, Jr., as President, Loutrel Lucas, as Secretary, and Joseph Wisenfeld, as Captain, and a club committee of three, viz., Pierre G. Dausch, Lewis Hetz, and Joseph R. Wheeler. The club membership roll has now swelled to thirteen members, viz., Fred. L. Shaffer, Jr., B. Henry Delgado, Loutrel Lucas, Joseph R. Wheeler, Joseph Weisenfeld, Lewis Hetz, Washington B. Booz, Edwin J. Mabbett, Edward D. Booz, Pierre G. Dausch, John N. Orem, Jr., Harry C. Green and C. H. M. Bowen.

The club now is financially in a prosperous condition, and in a short period will be in possession of a club house, where all visiting bicyclers will receive a hearty welcome.

LOUTREL LUCAS,  
Secretary W. W. M.

**DETROIT.**—At a recent meeting of the Detroit Bicycle Club the following officers were elected for the present term: R. R. Lansing, President; C. H. Smith, Captain; F. Z. Curtis, Lieutenant; B. J. Holcombe, Secretary and Treasurer. President Bates positively declined to be a candidate or to serve another term. Having held the office and been unanimously re-elected term after term since the first formation of the first club of the State, he urged that it was now time to allow him an honorary retirement as a veteran and give some younger and more active member a chance. The club will hold races during the State Fair, and will offer \$100 in prizes. The dates are 18th, 19th, and 20th of September.

Yours respectfully,  
B. J. HOLCOMBE,  
Secretary.

#### A MOONLIGHT SPIN.

Messrs. Mead, Downs, Warden, and Peck, of Roseville, N. J., and Goodsell, Randolph, Cad-dington, Smith, and Zacharias, of Newark, were out for a moonlight ride Tuesday evening, August 21st. The Newark wheelmen started from Oraton Hall about nine o'clock, and were met on Central avenue by Messrs. Downs and Peck, who escorted them to Morris and Essex Railroad station in Roseville, where Messrs. Warden and Mead were in waiting.

They had an "over-the-handle-bar" feat at Roseville. Neither the wheel or rider suffered injury however.

Mr. James P. Downs and Robert D. Mead are two of the strongest riders, each in love with their respective wheels, Club and Harvard. It is "nip and tuck" with them as a rule. But this time Mr. Mead on his 48-inch Harvard had rather the best of it. Mr. Downs rode a British Challenge, and wished for his Club often.

The run of about fourteen miles through the Oranges was pleasant and enjoyed by all, each agreeing they should indulge soon again.

STAR.

#### SEVENTH MEET OF THE L. E. C. W.

The Seventh Meet of the Old Essex League will be held at Marblehead, Monday, Sept. 3, 1883. After a short wheel through the smoothest streets of the town the line will proceed to Goodwin's Grove, at the Ferry, where the day will be spent in picnic style. It is earnestly hoped that every member will make an effort to be present.

Per order,  
J. FRED. ADAMS,  
Corresponding Secretary.

M. I. P.

Capt. J. Rob. Schoff, of Marblehead, will be Officer of the Day. Rendezvous at the depot in Marblehead. Report to Officer of the Day on arrival. Start at 9 30 A. M. sharp. Bring your membership ticket. Headquarters at cottage at Goodwin's Grove. Dinner will be served at 2 o'clock. Dinner tickets may be obtained of Treasurer Chinn. Price, 50 cents. Executives are requested to report to the Officer of the Day, by Saturday, September 1, the number of members that will probably attend from each place. Wheelmen are requested to appear in riding costume—i. e., knee-breeches.

#### "BANK HOLIDAY" ON A SOCIABLE.

BY A LADY TRICYCLIST.

On Saturday, August 4th, as all the world seemed on holiday bent, a young lady and I determined to do the same as our neighbors. Accordingly we made up our minds to ride on my Sociable to Brighton, which is about 46 miles from here.

At 7:30 P.M. we started, intending to put up for the night a few miles off and continue our journey on Sunday. We went, as we supposed, the straight way, but soon were told we were not taking the shortest route, and after we were set right we went on gayly for a little while until it grew so dark we could see nothing. I then found we had come without matches, but the first cottage we came to we bought some, and were then told that Reigate was the nearest town where we could put up, and it was 10 miles off. We pushed on, and it was really pushing, for we had to get off and trundle our Sociable up every hill, as it is an old-fashioned one, and consequently very heavy. On and on we went in the darkness, with ghostly trees meeting overhead, till at last we heard 10 o'clock strike from a church among the trees; then a cart passed and the driver said we were 4 miles from Reigate. Soon a beautiful view opened before us; the town lay at our feet, and we being on a high hill could see it all lighted up; the road was very steep, and on the left side (going up) were two lines of paving stones, laid far enough apart evidently for the use of carts and carriages in ascending. We were told a board was there cautioning cyclists, but we could see nothing, and fearing the hotel would be closed we let the Sociable go, and it certainly ran away with us; it bounded along in the darkness, and we barely got it under control at our hotel door. After a very comfortable night, we went to have a look at the hill, and it seemed more like a precipice by daylight than a hill. I am sure had we seen



it we should never have come down with our feet on the rest. I must here mention my companion had never been on a Sociable before, and only on a tricycle three times. Starting again, we found on descending the first hill that our chain was so loose it was a wonder it did not slip off. On coming to a blacksmith's (and as they did not object to a little work on Sunday) we had the chain tightened, and then we went along beautifully, finding the roads very good. Hundreds of bicycles passed us, all bound for the same place. Most of them bowed or saluted. In passing through Crawley we found the people were returning from church, and they stared very much as we seemed the only ladies riding. We soon arrived at another steep hill, down which many bicyclers were walking; however, as descending hills was our strong point down we went. The banks and hedges were a mass of color, and as we neared these the roads improved, although it was up hill. We kept looking for the sea, but as it is quite hidden by big hills or "downs," I hear they are called, we were disappointed. We rode between these until we came to a pretty village called Patcham, and rode from there into Brighton. We found a place for storing the Sociable just on the outskirts. Having had tea, we went to look for the sea, and after twenty minutes walk we discovered it at the end of a street; but what a lovely sea it was when reached! On the pier a crowd was gathered, and it seemed to us the cyclists predominated everywhere. A band playing vales, polkas, etc., which astonished me, as it was Sunday. Monday morning (bank holiday) we went at 6 in the morning for a dip in the sea, which refreshed us very much, though we were not at all tired.

After breakfast we started on our return journey, leaving at 10 o'clock; we went 10 miles in one and a quarter hours, then the roads became worse and we had to take hills very quietly as it was getting very hot. We followed a pack of

hounds and several ladies and gentlemen some distance as they sped after the flying fox. It drizzled now and again, both going and returning, but as our dresses were of flannel we did not get wet. Chamois gloves I found very comfortable, but my friend, who had worn black silk gloves, was horrified to see her hands dyed quite black, and they remained so for several days. After a charming ride, we reached home at 7 P. M., having enjoyed our bank holiday thoroughly and feeling very much better for so much fresh air and exercise. We had been told that the road to Brighton was bad, but we certainly could not wish it better, as it was in splendid order, especially on the return journey.

A. A. M.

SURREY, England.

League Representative Dr. A. G. Coleman, of Canandaigua, visited the Citizens and Ixion clubs on Sunday.

It is amusing to see how alternately Prince and Higham win "the championship of the world" (?) at various points throughout the country.

A. L. ESTERBROOK, Artist Tailor, 4 East 59th Street, Official Tailor to the League of American Wheelmen and Cyclist Touring Club, by appointment. Bicycle suits a specialty. Estimates furnished to clubs.



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Having incorporated as the Missouri Wheel Co., successors to Garvey, we offer the following stock at reduced prices to make room for new goods.

All \* have never been used on the road and are only slightly shopworn. The others are guaranteed in first-class order.

Everything 42 in. and over includes tool bag and tools. Each machine rubber tired.

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|--|---|---|---|---|---------|
| 28-in. Acme Bicycle  | - | - | - | - | 10 00*  |
| 32 "   | - | - | - | - | 15 00*  |
| 36 "   | - | - | - | - | 20 00*  |
| 42 "   | - | - | - | - | 30 00*  |
| 44 "   | - | - | - | - | 37 00*  |
| 46 "   | - | - | - | - | 40 00*  |
| 48 "   | - | - | - | - | 45 00*  |
| 50 "   | - | - | - | - | 47 50*  |
| 50-in Standard Columbia, cone bearings   | - | - | - | - | 47 50   |
| 50 " H.F. Harvard, japanned, balls to both wheels  | - | - | - | - | 90 00   |
| 52 " Semi Racer, japanned, balls to both wheels, Hancock Tire. Nearly new (ridden 30 miles only) | - | - | - | - | 120 00  |
| 52 " D. H. F. Premier, full nickeled, both wheels ball'd   | - | - | - | - | 95 00   |
| 52 " St. Columbia, full nickeled, parallel bearings  | - | - | - | - | 80 00   |
| 52 " " " ball bearings   | - | - | - | - | 90 00   |
| 54 " " " parallel bearings   | - | - | - | - | 82 50   |
| 54 " " " ball bearings   | - | - | - | - | 92 50   |
| 56 " " " parallel bearings   | - | - | - | - | 90 00*  |
| 56 " " " ball bearings   | - | - | - | - | 100 00* |
| 56 " Expert, ball bearings   | - | - | - | - | 127 50* |
| 58 " H. F. Harvard, ball bearings  | - | - | - | - | 100 00  |
| 60 " Special Columbia, ball bearings   | - | - | - | - | 97 50   |
| 108-in. Circus Bicycle (on exhib. at Sp'd Meet)  | - | - | - | - | 150 00  |

### TRICYCLES.

|   |   |   |   |        |
|---|---|---|---|--------|
| 24-in. Steel Spoke, rubber tired        | - | - | - | 14 00  |
| 28 " " " " "                            | - | - | - | 19 00  |
| 32 " " " " "                            | - | - | - | 24 00  |
| 42 " " " " Harrington Cradle            | - | - | - |        |
| 46 " Spring, H. T. Bag, L. D. Saddle    | - | - | - | 37 50  |
| 46 " Royal Salvo                        | - | - | - | 100 00 |
| 48 " Coventry Convertible, Hancock tire | - | - | - | 225 00 |
| 50 " Victor Rotary                      | - | - | - | 155 00 |

## MISSOURI WHEEL CO.,

12TH &amp; OLIVE STS.

ST. LOUIS, MO.

RICHARD GARVEY, President.

LOUIS LUEDERS, Secretary.

## THE LATEST NEWS

OF THE

# SPRINGFIELD TOURNAMENT,

September 18, 19 and 20,

*Will be Published each Week in "The Wheel."*

A. L. FENNESSY,

Secretary S. Bi. C.

HENRY E. DUCKER,

President S. Bi. C.



# THE JOINT RACE MEETING

—OF THE—

## Germantown and Pennsylvania Bicycle Clubs

WILL BE HELD AT THE

GENTLEMEN'S DRIVING PARK,

PHILADELPHIA

SATURDAY, SEPTEMBER 29, 1883,

AND WILL COMPRISE THE FOLLOWING EVENTS:

### 3-MILE L.A.W. CHAMPIONSHIP OF AMERICA.

*1 and 5 Mile Pennsylvania State Championships,*

OPEN TO PENNSYLVANIA L. A. W. MEMBERS ONLY.

$\frac{1}{2}$  Mile Juniors' Race—Boys under 16 years.

1 Mile Novices' Race—Open to any never having won a first prize.

2 Mile Handicap—300 yards limit.

150 Yards Slow Race—Handicap, 15 yards limit.

1 Mile Tricycle Handicap.

Fancy Riding, and 1 Mile Pennsylvania Club Race, open to Pa. Club men only.

1 Mile Consolation Race—1st prize, Calender Watch, from THE WHEEL;

2d prize, L. A. W. Pin, from C. H. Lamson.

---

Entrance Fees, \$1.00 to Championships. 50 Cents to other events.

---

To T. HOUARD WRIGHT, CHAIRMAN, 232 WALNUT STREET, PHILADELPHIA, PA.

ENTRIES CLOSE SEPTEMBER 25, 8 P.M.

Handsome Gold and Silver Medals to 1st and 2d in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

ON THE MORNING OF SAME DAY WILL BE HELD THE

### First Annual Meet of the Pennsylvania Division L. A. W.

and FIFTH ANNUAL MEET of PHILADELPHIA WHEELMEN.

*For particulars address C. M. MILLER, 1126 Walnut Street, Philadelphia.*



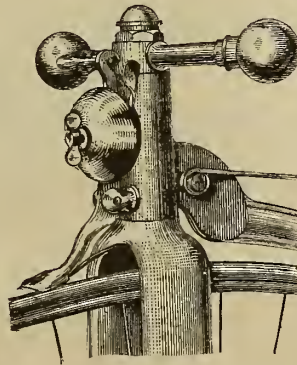
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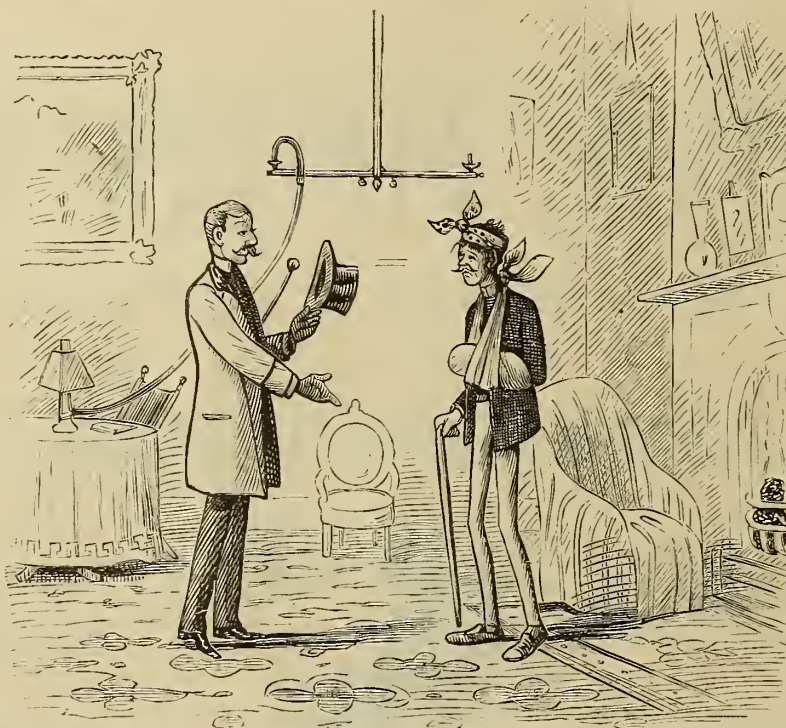
Correspondence from the trade solicited.



# ACCIDENT INSURANCE.

Jones has undertaken to ride down Mount Washington on a bicycle, and arrives at home in condition shown in cut, and is called on by his friend, Ditman.

"Why, old boy, what under the sun have you been doing? You won't be



able to go to the office for a month!"

Jones — "Oh! that's all right. You see I could afford to take more risk than the others, because I had a \$5,000 policy in the F. & C. Co., and get \$25 per week till I grow together again."

## A FEW REASONS WHY YOU SHOULD INSURE AGAINST ACCIDENT.

If you are undecided about insuring against accident, is not the present a good time to decide? You are in the receipt of a certain income. An accident, such as happens every day to scores of people like yourself, may cause the loss of that income for the next six months. Can you afford the loss? or, rather, can you not better afford to pay the small amount charged by the FIDELITY AND CASUALTY COMPANY to take the risk, instead of taking it yourself?

The records of the Companies show that NO CLASS IS EXEMPT, and that hazardous trades and professions, and such amusements as bicycling, hunting, boating, shooting, skating, etc., swell the number.

Clergymen, Lawyers, Doctors, Merchants, Tradesmen, Commercial Travelers, Clerks, and Artisans appear in fairly equal numbers on the list, and every year, as towns and cities become more crowded and rapid communication more general, their number necessarily increases.

As long as human carelessness exist we shall be constantly exposed to the risk of injury, and there is scarcely an individual who cannot refer, within the sphere of his own family or acquaintance, to some accident in which the indemnity offered by this Company would have been a blessing worth much more than its cost.

## FIDELITY & CASUALTY COMPANY, of New York.

PRINCIPAL OFFICES, 179 BROADWAY.

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JOHN M. CRANE, *Secretary.*

ROB'T J. HILLAS, *Assistant Secretary.*

### DIRECTORS.

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E. E. CLAPP, *Manager*, Accident Department for New York, New Jersey, and Pennsylvania,

149 BROADWAY, COR. LIBERTY ST., N. Y.

Local agents in all of the principal cities and towns throughout the United States.



## FOR SALE AND EXCHANGE.

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

**FOR SALE** Full Nickeled, 50-inch Special Harvard, dropped bars, cut leg guard, long distance saddle, rubber handles, and King road lantern. Ridden 10 miles. Price \$150.  
BARGAIN, WHEEL office.

**FOR SALE** 54-inch Harvard, 3-4 nickel, with cradle spring and rubber handles, alarm bell and rack, in first-class condition. Price \$110. Address P. O. Box 1005, Worcester, Mass.

**FOR SALE** 50-inch, all bright Standard Columbia bicycle, cone bearings, with a King of the Road lamp and bell, in prime order; cost \$105, make offer.  
C. H. DIAMOND,  
102 Franklin St., New York City.

## Wheelmen, Attention!

## E. I. HORSMAN,

80 and 82 William Street, New York,

Respectfully announces that he has secured for New York City the sole agency of the celebrated

## VICTOR ROTARY,

the pioneer tricycle manufactured in America. Price, boxed ready for shipment, \$160. And is now prepared to fill orders for same at short notice.

ALSO NEW YORK AGENT FOR THE

## Columbia Bicycles and Tricycles.

A full line of sundries and all the latest novelties at lowest cash prices. Send for illustrated catalogues.

Use Horsman's Lawn Tennis and Lawn Pool.

## ARAB CEMENT

For Fastening Rubber Tires.  
STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

## Advertising Rates of The Wheel.

|   |         |
|---|---------|
| One Inch, One Year.....   | \$50.00 |
| " Three Months .....  | 13.00   |
| " One Month.....  | 5.00    |
| " " Insertion.....  | 1.25    |
| Four Line Advertisement in "For Sale and Exchange" column, One Insertion..... | 1.00    |
| Two " .....   | 1.50    |

As THE WHEEL has now the largest circulation of any cycling newspaper on this continent, advertisers will see the advantage of making use of its columns.

Advertisements for *The Wheelman* will be received at this office on same terms as at the home office, as follows:

|  |         |
|--|---------|
| One Inch, One Insertion.....   | \$ 4.00 |
| Quarter Page (Four Inches).....  | 15.00   |
| Half " (Eight Inches).....   | 30.00   |
| One " (Sixteen Inches).....  | 60.00   |
| Page following title, first page after reading matter and third page of cover..... | 75.00   |
| Inch on above pages.....   | 5.00    |
| Outside page on back cover.....  | 100.00  |

A liberal combination rate to advertisers taking space in THE WHEEL and *The Wheelman*. Correspondence invited.

OLIVER & JENKINS,  
PUBLISHERS OF "THE WHEEL."

## TWENTIETH ANNUAL

## New England Fair

ON THE GROUNDS OF

The Manchester Driving Park,  
MANCHESTER, N. H.

SPECIAL PREMIUMS FOR WHEELMEN  
TUESDAY, SEPTEMBER 4, 1883.

## Grand Bicycle Races—\$200.00 in Premiums.

Grand Parade of Wheelmen at 2.15 P. M., followed by Races, open to amateurs only, for which will be awarded the following:

## FIRST RACE—TWO MILES.

3 prizes—Gold, Silver, and Bronze Medals.

## SECOND RACE—ONE MILE.

3 prizes—Gold, Silver, and Bronze Medals.

## THIRD RACE—ONE-HALF MILE.

3 prizes—Gold, Silver, and Bronze Medals.

Best two in three heats. Sweepstakes premium open to wheelmen of N. H.—Single dash of one mile, Society's Silver Medal, \$20.

The races will be in charge of the Manchester Bicycle Club. Entries will be free, and should be made on or before Thursday, August 30th, with Charles A. Smith, 797 Elm street, Manchester, N. H., the Secretary of the Club.

The track will be in good order, and ample provision made for the convenience of wheelmen.

Clubs giving notice to the Secretary of the Manchester Bicycle Club, prior to Saturday, September 1st, stating proposed hour of arrival, will be met at the railway station and escorted to the wheelmen's headquarters at Hotel Windsor.

## BICYCLES, TRICYCLES AND SUNDRIES.

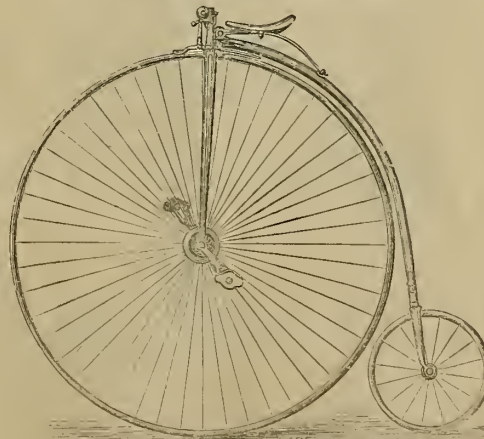
Agents wanted for the Kittredge Combined "Japan Paint Rust Preventer." Dries quickly, holds long, is not brittle, presents polished, jet black surface. Bicycles stored and cared for. Sole makers of the Galway Summer Helmet. Agency and subscriptions taken for *The Wheelman* and *Amateur Athlete*. Bicycles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

166 MAIN STREET, CINCINNATI, OHIO,

B. KITTREDGE & CO.

## THE NO. 0 PREMIER.

Double adjustable Ball Bearings. Solid steel Forging Forks. Gun metal Hubs. Sixty-four direct Spokes. Andrews head five-inch centres. Finished in first-class Paint and Polish and supplied with all tools and necessities.



We have all the sizes in stock and confidently recommend them as the best value for the money of any Bicycle made, and an A 1 article for those who do not care to invest in a fancy machine at this season.

46-inch, Balls to front, Cones to rear  
18 " " " " " " "  
50 " " " " " " "  
52 " " " " " " "  
54 " " " " " " "  
56 " " " " " " "

\$82 50  
85 00  
87 50  
90 00  
92 50  
95 00

A. G. SPALDING & BROS., 108 Madison Street, Chicago.

Send 3 cents for catalogue.



# STALL & BURT,

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

"AMERICAN SANSPAREIL" BICYCLES,

ROADSTERS, LIGHT ROADSTERS, AND RACERS, AND THE

AMERICAN BICYCLE.

THE VICTOR ROTARY TRICYCLE

AND THE

AMERICAN STAR BICYCLE.

A FULL LINE OF SUNDRIES.

SEND 3 CENT STAMP FOR CATALOGUE.



After having Reduced the Price of the Celebrated

## LONGINES

Chronograph Fly-back Watch

TO \$30,

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

FINE DIAMONDS AND JEWELRY.

Badges and Medals Made to Order.

*Fine watch repairing in all its branches.*

"LONGINES" EXACT SIZE AND APPEARANCE.

### DOUGHTY & PEDERSEN,

23 MAIDEN LANE, N. Y.

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 cents extra.  
\$12.00 per dozen pairs.

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

Messrs. THEO. GOETZE & CO.,

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

OLIVER & JENKINS.

### AMUSEMENTS.

#### CASINO.

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

#### PRINCE METHUSALEM.

BY THE McCAULL OPERA COMIQUE COMPANY  
The Opera to be followed by a  
GRAND PROMENADE CONCERT  
on the Buffet Floor and Roof Garden by  
ARONSON'S CASINO ORCHESTRA.

#### MADISON SQUARE THEATRE.

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



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

M. J. GLEASON,

(EX-CHAMPION 5 MILE RUNNER)

FASHIONABLE BOOT AND SHOE MAKER,

116 Nassau Street, N. Y. (Opposite Currier & Ives).

Fine Shoes a Specialty. Special Reduction to Bicyclers

## THE PERFECT STYLOGRAPHIC PEN.



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

CHAS. DOWNES & CO Patenteers and Manufacturers,  
320 and 322 BROADWAY, NEW YORK.

## BICYCLE SUITS.

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

### J. E. STANTON & Co.,

SUCCESSORS TO

JOHN PARET & CO.,

*Clothiers,*

402 and 404 FULTON ST., BROOKLYN.

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.



# THE MONARCH OF ALL.

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

**SEPTEMBER 18, 19, 20, 1883,**

UNDER THE AUSPICES OF THE

## Springfield Bicycle Club.

BICYCLE RACES,

TRICYCLE RACES,

CAMP ILLUMINATION,

DISPLAY OF FIREWORKS.

3 BANDS OF MUSIC.

Prizes amounting to \$4,500.

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

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

### SUMMER VACATION.

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

SPRINGFIELD BICYCLE CLUB,

HENRY E. DUCKER,  
Pres. dent.

A. L. FENNESSY,  
Secretary.

### PHOTOGRAPHS

OF THE

League Meet in New York,

FOR SALE BY

Pope Manufacturing Co., Boston, Mass.  
R. V. R. Schuyler, 189 Broadway, New York.  
H. B. Hart, 811 Arch Street, Philadelphia, Pa.  
S. T. Clark & Co., Franklin Building, Baltimore, Md.

OR ORDERS MAY BE SENT TO  
Benj. G. Sanford, Div. Sec'y L. A. W., Continental Bank,  
New York.

PRICE \$2.00 EACH.

The handsomest bicycle picture ever produced. Size, 13x17. Every club should have one.

*To the Trade.*



JOHN D. BETHEL, 124  
Chambers Street, New  
York, manufacturer of

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

## KINGS CO.

### WHEELMEN'S RACE MEETING,

Sept. 1st, 1883.

\$250.00 IN PRIZES.

FOUR EVENTS. OPEN TO ALL AMATEURS.

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

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

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

# The Wheelman

### FOR SEPTEMBER.

The closing number of the first year, contains articles  
describing PHILLIPS and ABBOT ACADEMIES, ANDOVER;  
the MERRIMAC VALLEY; ATHLETICS and GYMNASTICS at  
HARVARD, and the History of LAWN TENNIS in AMERICA.  
President Bates contributes another of his delightful  
tales, "Sprague's Big Coon." There are five chapters  
of TRAILING ARBUTUS, a CHARMING, BREEZY, PIQUANT  
NOVELETTE. Besides these there are numerous articles  
of peculiar interest to Wheelmen. This number com-  
pletes the second volume, and is accompanied by a very  
full and admirably arranged index to both volumes. All  
those who love good literature and fine art, or are in-  
terested in bicycling, should get this number, and see  
what THE WHEELMAN for the past year contains.  
Single copies can be obtained from all newsdealers, or  
from

### THE WHEELMAN CO.,

608 WASHINGTON ST., BOSTON, MASS.

PRICE 20 CENTS.



PATENT SECURED

Automatic and Instantaneous in Action.

Single stroke, succession of strokes, or continuous at  
pleasure.

EVER READY, LOUD, AND CLEAR.

Out of the way in case of a "header."

Full descriptive circular furnished on application.

MANUFACTURED BY

THE SERRELL ALARM CO.

161 and 163 Clymer Street,  
BROOKLYN, N. Y.

## Now Ready for Delivery.

TRICYCLISTS' INDISPENSABLE

# ANNUAL

FOR 1883.

By HENRY STURMEY, C. C., C. T. 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 Iliffe & Sturme's publications.

*Overman Wheel Co.,*

14 STATE STREET,

Hartford, Conn.

### 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 and Sanspareil Bicycles; also for all high  
class English Bicycles and Tricycles. A full assortment  
of wheel sundries in stock. Everything at, or below,  
New York and Boston figures. Repairing with prompt-  
ness. Send for circular. Exclusive agency for the United  
States of Duryea's Combined Saddle and Spring, the  
"best in the world," Twelfth and Olive Streets.

WHEELMEN'S HEADQUARTERS. New Marlboro  
Hotel, 736 and 737 Washington Street, Boston,  
Mass. Hathaway & Dizer, Proprietors. Samuel Butter-  
field 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 auda-  
cious 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 exhibition Bicycle  
riding, is open for engagements. Address, W. D.  
Wilmot, 597 Washington 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.

— 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.

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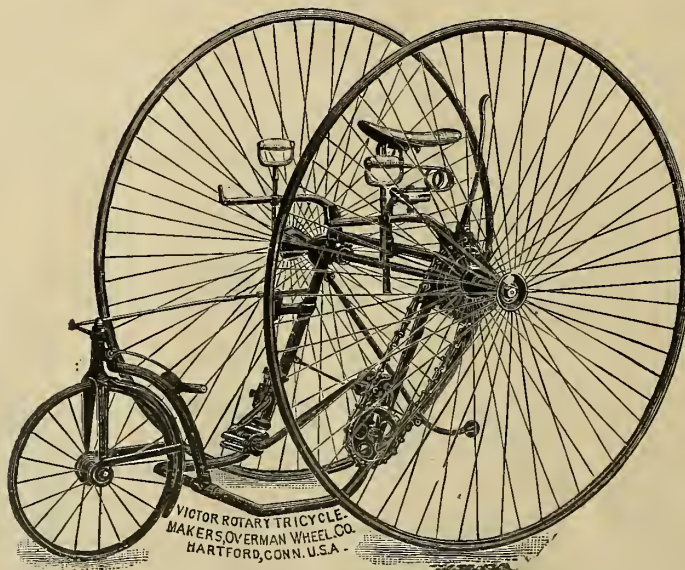
COLUMBIA BICYCLES



# VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable; the first Tricycle ever so made. Front steering, double driving, Bown's Æolus ball bearings to all wheels. Frame entirely of weldless steel tubing. Handles adjustable. Long-distance suspension saddle, adjustable up and down, fore and aft. Tires of finest Para rubber *compressed* into rims, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity.

ARAB CRADLE SPRING,  
fitted to rider's weight.



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

**OVERMAN WHEEL CO.,**

Hartford, Conn.

JUST OUT.

## THE WHEELMAN'S SONG.

WORDS AND MUSIC

BY

JOHN FORD.

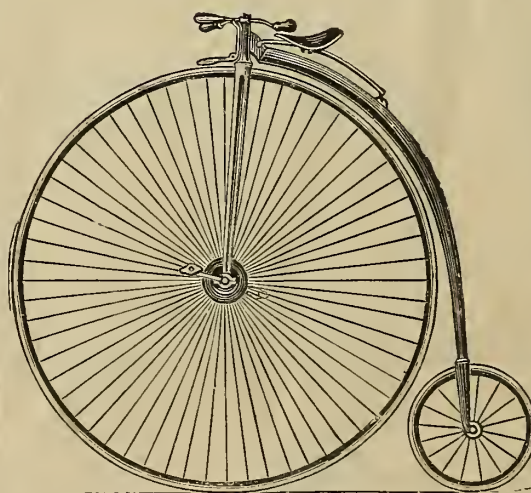
An original bicycling song and chorus. The composer has caught the *spirit* of bicycling, and breaks forth into song, at once spirited and melodious. The chorus is especially effective. The title page is tasteful and appropriate.

PRICE 25 CENTS.

Published by H. B. HART, No. 811 Arch St.  
Sent postpaid on receipt of price.

## The American Sanspareil Roadster,

MADE BY WM. ANDREWS, BIRMINGHAM, ENGLAND.



The Strongest, Most Rigid and Handsomest Bicycle in America.

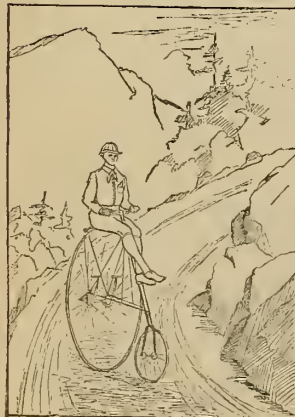
Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable ball bearings, double-to-front single-to-back wheel.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

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 Xtraordinary 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,

ORATON HALL,

[CORNER OF BROAD AND BRIDGE STREETS, NEWARK, N. J.]

One of the Finest Riding Halls in the U. S.

*Skillful Riding Guaranteed on both the CRANK and Star Machines.*

†Thirty minutes from New York. Street cars connect with all depots.

AGENTS' FOR THE HARVARD, AMERICAN CLUB, SANSPAREIL, STAR, SHADOW, AND THE VICTOR TRICYCLE.

Second-hand Bicycles of all patterns. Bicycle repairing a specialty.



# THE BRITISH CHALLENGE,

Made by SINGER & CO., Coventry.

Sole Agents, STODDARD, LOVERING & CO., Boston.

Importers of other leading English Bicycles and Tricycles.

GOOD AGENTS WANTED.

## RECORDS! RECORDS!!

From 1 to 25 miles accomplished on

### THE PATENT INVINCIBLE

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

### The INVINCIBLE for 1883

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

In ordering, state height and class of machine.

No. 1—Strict Racer, 5-8 and 1-2 inch Tire;

Weight, 54 in.: 22 lbs.

No. 2—Semi-Roadster, 3-4 and 5-8 inch Tire;

Weight, 54 in.: 28 lbs.

No. 3—Full Roadster, 7-8 and 3-4 inch Tire;

Weight: 38 lbs.

BALL BEARINGS TO ALL PARTS.

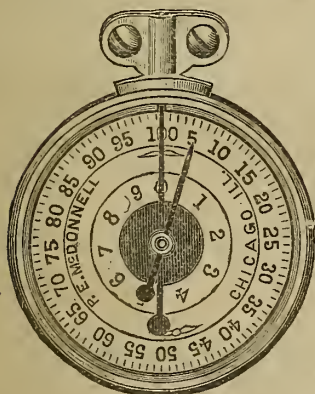
Price, - \$19.

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

### SURREY MACHINIST COMPANY,

85 to 87 Blackman St., London, S.E.

## A CYCLOMETER



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

The cut is exact size of instrument, which weighs only 2 1/2 oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

### A. G. SPALDING & BRO.,

108 Madison St. - 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 economy in pedaling are excluded from any other similar vehicle."

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

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



## Ira Perego

—SPECIALTIES IN—

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

Complete assortment of Bicycle and Tennis Hose in all Colors.

128 & 130 FULTON ST., 87 NASSAU ST.

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 upwards. (Pat. Sep. 13, 1881) Orders by mail, enclosing cash or P.O. order, will receive prompt attention. Send for circular to, C. H.

LAMSON, Portland, 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.

—THE—

## Kittredge Bicycle Department

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

166 MAIN STREET, CINCINNATI, OHIO.

## WALL PAPER.

Decorate and Beautify your Homes, Offices, &c.

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 West 23d Street,

Near Broadway,

N. Y.

## 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.

Mention 'THE WHEEL.'

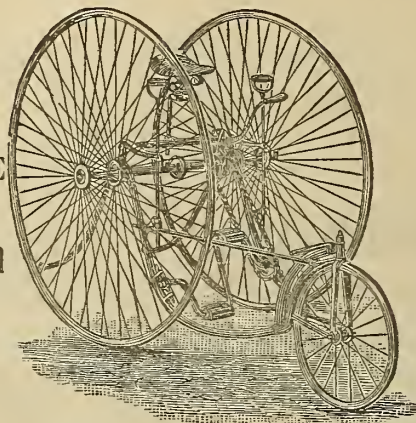


## COLUMBIA TRICYCLE.

FOR GENERAL USE

BY

Ladies &amp; Gentlemen



## EXPERT COLUMBIA.

A medium-weight bicycle. The most artistic and scientific bicycle made.

## STANDARD COLUMBIA.

The "Old Reliable Steed" for general road use.

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