

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. 20.—WHOLE NUMBER 98.]

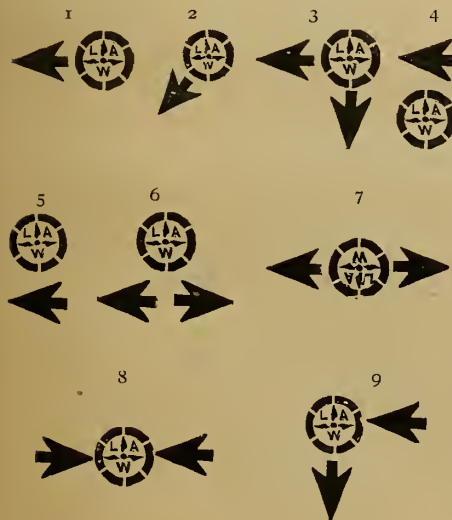
NEW YORK, AUGUST 17, 1883.

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

THE LEAGUE STENCIL.

Some time ago we gave notice that the League stencil outfits were ready for delivery, and since then we have supplied many consuls with the necessary implements. In order that the members may familiarize themselves with the symbols, as they meet them in their travels, we reprint from the circular issued to local consuls, and others who make use of the signs.

The authorized signals are these :



No. 1. is the O. K., or direction sign. It means : bicyclers go this way, the best road. At the top of a hill, it means : may be safely coasted.

No. 2. is the cautionary signal. It means : ride with care ; at the top of a hill, descend carefully, dangerous coasting. (The arrow points in the direction of the danger.)

No. 3. is the danger signal. It means : better dismount, unsafe riding—no coasting. (The horizontal arrow points in the direction of the danger.)

Always obtain the consent of the local authorities before putting the signs on public or private property, as the person using the stencil will be held responsible.

[As far as possible, post the signs on the right hand side of the road as you go.] Make as neat a job as possible. On fresh paint, if the surface is slightly roughened with sand-paper, it will

take a better impression ; and when extra nice work is desired a subsequent coat of varnish will improve its appearance, and add to its durability.

The size of the stencil is thought to be the best for most purposes, but if clubs desire to have larger ones there is no objection to their use, if they wish to supply them.

A set of letters and numerals added to the outfit would also be convenient.

The three authorized signals are all that are intended to be used at present, but other combinations will suggest themselves. It is important that the uniformity of the signals shall be universal, and to that end the following additional code is presented for optional use. They should be used sparingly to prevent confusion.

No. 4 means O. K., the same as No. 1., but is used on upright posts, where there is not width for the usual form. No. 5 means you are advised to take the foot-path, but if you are on the foot-path and riding in the contrary direction it means *come off* here, as if you ride farther a ditch or curb will necessitate a dismount.

No. 6 means : the foot-path may be taken going either way.

No. 7 is the League hotel sign, and may be put at the entrance of a hotel, restaurant, or place of refreshment favoring bicyclers.

No. 8 is the club-room or rendezvous sign, Come in.

No. 9 is a modification of the danger sign used on hills, smooth but crossed by railroads or other dangerous thoroughfares.

No. 10 means : cyclers, attention ! something at this point worth seeing ; don't miss it. This sign, at convenient intervals on a country road, may also mark a pleasant resting-place, and may serve, too, as a sort of road post-office, where written instructions may be pinned above or near this sign by the advance guard of a party who wish to leave word for those following them.

No. 11 has a similar meaning, and heads any bulletin or circular addressed to wheelmen ; it means : wheelmen, read this.

A SUNDAY RAMBLE IN JERSEY.

July 28th, Saturday P. M.—The writer, after considerable delay, managed to find a place for himself and bicycle on the front platform of Belt Line cars, leaving the door of Ixion B. Club at 3:15, trusting to luck to get a P. M. train on Penn. Road for Red Bank, which was done with five minutes to spare. On arriving at

above town, found the place in a great weep—from a very heavy thunder shower. Being a stranger in the place, I took a colored boy into service to pilot me where that prince of good fellows, Postmaster Appelgate, could be found ; which being done, and good supper at Globe Hotel following, I started for a short ride around town. Just before leaving supper-table who should come in but Davidson (ex-Lenox), having ridden from New York. After a short ride and just enough to whet the appetite for more, we made a call on one bicyclers should never miss, the veteran Marsden. To the writer it was a more than agreeable meeting. It was greeting a true friend. Those who know the genial Doc, and have had the pleasure of being entertained and piloted over the country can attest to the above. With the greatest pleasure all the Doc's friends will hear that he has just recovered from a severe and dangerous illness. By reason of this being my first trip, Doc called in eight bicyclers, and arranged a run for Sunday to Sea Bright, Long Branch, and Elberon. Starting at 9 A. M. next day, with Doc and his horse ahead (he not being able to ride the bi. yet), over roads it has *never* been my good fortune to see equalled—smooth as a billiard table, not a stick, stone, or rut in them. Now we wheeled along, faster and faster, till Sea Bright was reached, six miles in thirty minutes. After cooling off all enjoyed a surf bath. We then started for Long Branch and Elberon, returning from these places to Red Bank to dinner. Then the writer, who wished another surf bath, started a wheel again for Sea Bright, which place he reached in twenty-eight minutes. No fear in piling on the pace that stones or ruts would give one a cropper. For two or more miles the Romsome road is nearly straight, and lined on either side by elegant villas and grounds, with an unsurpassed view. To the wheelman taking in this trip, I would advise sending word to Doc. Marsden (who ought to be L. A. W. Consul), who will find guides, and also navigate you into one of the best kept hotels, where moderate prices are charged, and then show you over the happy hunting grounds.

The baggage charges on the railroads are out of all reason, and Chief Consul Johnson should be moving in the matter. Fifty cents for carrying a bicycle thirty-nine miles is a skin, and if the above Consul wishes to please bicyclers *generally* let him appoint Doc Marsden Consul for Red Bank, Sea Bright, Long Branch—in fact the county for fifty miles around. Red Bank has twenty riders, all fine fellows and business men. With a little effort a strong club could be formed.

Fraternally yours,
IXION.

League of American Wheelmen.

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

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

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

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

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

BOARD OF OFFICERS.

President—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, New York.

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

Cor. Sec'y—Fred Jenkins, 45 West Thirty-fifth St., New York.

Treasurer—William V. Gilman, Box 1487, Nashua, N. H.

Rec. Secretary—Angus S. Hibbard, Milwaukee, Wis.

STANDING COMMITTEES.

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

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

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

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

Railroads—Burley B. Ayres, Chairman, 114 S. Hoyne Avenue, Chicago, Ill.; M. E. Graves, 207 Broadway, N. Y.; J. N. Pero, Fremont, O.; H. W. Forward Cleveland, O.; F. T. Sholes, Cleveland, O.; W. H. Miller, Columbus, O.; W. A. Fries, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; C. D. Standish, Detroit, Mich.; A. Trego, Baltimore, Md.; George D. Gideon, Philadelphia, Pa.; F. A. Elwell, Portland, Maine, and A. A. Bennett, 166 Main Street, Cincinnati, Ohio.

CHIEF CONSULS.

California—George H. Strong, 252 Market Street, San Francisco.

Connecticut—Stephen Terry, Box 1003, 309 Main St., Hartford.

Delaware—Charles H. Kittinger, Wilmington.

District of Columbia—Philip T. Dodge, 816 F St., Washington.

Illinois—J. O. Blake, 68 Wabash Avenue, Chicago.

Indiana—Harry Bates, Indianapolis.

Iowa—W. S. Howe, Box 966, Oskaloosa.

Kentucky—Orville Anderson, Louisville.

Maine—C. H. Lanson, Portland.

Maryland—Albert Trego, B. & O. R. R., Baltimore.

Massachusetts—E. K. Hill, Worcester.

Michigan—Charles D. Standish, 36 Michigan Grand Ave., Detroit.

Minnesota—C. H. Porter, Winona.

Missouri—Richard Garvey, 407 Chestnut St., St. Louis.

New Hampshire—C. H. Wilkins, 859 Elm Street, Manchester.

New Jersey—L. H. Johnson, Orange.

New York—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, N. Y.

Ohio—H. S. Livingston, Box 466, 443 West Seventh Street, Cincinnati.

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—Albert Rennie, Hamilton.

Province of Quebec—H. S. Tibbs, Box 1138, Montreal.

Rhode Island—A. G. Carpenter, Providence.

Texas—E. L. Beckwith, 60 West Twenty-second St., Galveston.

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

West Virginia—Charles B. Ott, Wheeling.

REPRESENTATIVES.

California—George J. Hobe, Box 1216, San Francisco

Connecticut—T. S. Rust, Box 1083, Meriden.

Delaware—Willard A. Speakman, Wilmington.

District of Columbia—

Illinois—H. G. Rouse, Peoria.

Kentucky—Leon Johnson, 1002 Tenth St., Louisville.

Maine—Frank E. Elwell, Portland.

Maryland—Yates Penniman, Baltimore.

Massachusetts—C. L. Clark, 42 Bedford St., Boston;

A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester;

J. S. Webber, Jr., 51 Main St., Gloucester.

Michigan—Geo. K. Root, 136 Jefferson ave., Detroit.

Minnesota—H. H. Barber, Brainerd.

Missouri—George C. Oeters, 209 S. Main St., St. Louis.

New Hampshire—E. M. Gilman, Nashua.

New Jersey—H. C. Douglas, 82 Parkhurst Street, Newark.

New York—C. K. Alley, care S. S. Jewett & Co.,

Buffalo; A. G. Coleman, Canandaigua.

Ohio—Alfred Ely, Jr., 11 Granger St., Cleveland; W.

H. Miller, Box 245, Columbus.

Pennsylvania—George D. Gideon, 1725 N. 21st St., Philadelphia.

Province of Ontario—John Moodie, Hamilton.

Province of Quebec—J. D. Miller, Montreal.

Rhode Island—

Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meinecke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

DIVISION SECRETARIES.

The following is a list of the Division Secretaries, to whom applications should be sent, or any inquiries concerning the Division addressed:

Massachusetts—Frank P. Kendall, Box 889, Worcester, Mass.

Michigan—W. C. Marvin, Ovid, Mich.

Missouri—L. J. Berger, St. Louis & San Francisco

Railway Company, St. Louis, Mo.

New Hampshire—E. A. McQueston, 654 Elm street,

Manchester, N. H.

New Jersey—Harold Serrell, Plainfield, N. J.

New York—Benj. G. Sanford, Box 2425, New York,

N. Y.

Ohio—C. J. Krag, Columbus, Ohio.

Pennsylvania—Victor M. Haldeman, Marietta, Pa.

DIVISION TREASURERS.

The following is a list of Division Treasurers, to whom all renewals of membership for the year ending May 30, 1884, should be sent:

Massachusetts—Charles P. Shillaber, 131 West Chester

Park, Boston, Mass.

Michigan—G. E. Gorham, Marshall, Mich.

Missouri—Arthur Young, Fifth and Walnut Streets,

care Frisco Line, St. Louis, Mo.

New Hampshire—C. H. Sanders, Fisherville, N. H.

New Jersey—Fred. Provost (*pro tem.*), New Bruns-

wick, N. J.

New York—Louis H. Brown, 153 Lake Street, Elmira,

N. Y.

Ohio—D. E. Barnum (*pro tem.*), Springfield, Ohio.

Pennsylvania—Fred. McOwen, 216 S. Third Street,

Philadelphia, Pa.

NOTICE TO BICYCLE CLUBS.

Clubs who wish a position in the League parades, or representation at conventions by delegates, should have a clause similar to the following embodied in their by-laws:

League Membership.—This Club, as a whole, shall become members of the League of American Wheelmen, the initiation fees being paid out of the Club Treasury, and each new member not already a member of the League, shall be proposed by the Secretary of the Club. Each member of the Club shall contribute his annual dues of the League to the Club Treasurer, individually; or the annual dues of each member shall be paid out of the Club Treasury.

NUMBERS ON MEMBERSHIP TICKETS.

Some little confusion has arisen from the duplication of numbers upon our cards of membership for this year, due to the mistake of the lithographers in stamping red figures upon the left of the card contrary to orders. Those figures amount to nothing, the true one being found in the lower centre, preceded by the letter D, indicating the fourth year of our existence.

It is impossible to use these numbered tickets, so many of them having been dropped that it would have necessitated issuing many more than we now have, since the numbers already far exceed the whole number of tickets ordered. The entire lot would have been rejected but for the delay in securing others, which, at this season of the League year, would prove a very serious affair.

Yours fraternally,

W. V. GILMAN,
Treasurer.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owners' risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio Central, New York, Chicago & St. Louis; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy;

Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft. Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandalia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia; Chicago & Atlantic R'y; Missouri Pacific; International & Great Northern; Texas & Pacific; St. Louis, Iron Mountain & Southern; St. Louis & San Francisco; St. Louis, Alton & Terre Haute R'y.

TRANSPORTATION CHARGES.

Pennsylvania; Philadelphia & Reading, 25 cents for 50 miles or less, and half cent per mile over fifty. Eastern Railroads—One-half cent, per mile, minimum charge of twenty-five cents, owner's risk.

CONSULS APPOINTED.

MICHIGAN.

Adrian—Wm. H. Burnham.
Battle Creek—R. H. Alward.
Dearborn—Herbert M. Snow.
Detroit—Wm. H. Elmer. Detroit Safe Works.
East Saginaw—H. L. Shaw, No. 1 Bliss Block.
Farmington—F. M. Warner.
Ishpeming—Henry Harwood.
Saline—B. P. Davenport.
St. John's—Otis Fuller.

NEW YORK.

Albany—Fred. B. Hubbard.
Auburn—A. E. Swartout.
Batavia—Buel G. Tallman.
Binghamton—A. W. Clark.
Brooklyn—W. N. Winslow.
Brooklyn—G. R. Bidwell.
Brooklyn—F. J. Drake.
Buffalo—George Dakin.
Cohoes—J. N. Crocker, Jr.
Dunkirk—Roderick H. Smith.
Elmira—J. B. Coykendall.
Flushing (L. I.)—A. Polhemus Cobb.
Garden City (L. I.)—James S. Allen.
Greenwich—George E. Dorr.
Harlem—Thos. C. Smith.
Hudson—Harry R. Bryan.
Jamaica (L. I.)—Benj. W. Doughty.
Medina—T. C. Hurd.
Middletown—Harry C. Ogden.
Mt. Vernon—F. T. Davis.
New York—Edwin Oliver, 22 New Church street.
New York—Will. R. Pitman, 64 White street.
Olean—D. C. Conklin, Jr.
Oswego—John P. Miller.
Peekskill—Edward F. Hill.
Poughkeepsie—R. O. Osborn.
Rochester—F. B. Graves.
Staten Island—E. C. Delevan, Jr.
Stockport—Joshua Reynolds.
Syracuse—W. H. Olmstead.
Troy—James R. Torrance.
Wappinger's Falls—Harry H. Brown.
Warsaw—Albert E. Purdy.
Watertown—F. A. Sherman.
Yonkers—M. Clinton Smith.

PENNSYLVANIA.

Altoona—Robt. M. Riddle.
Williamsport—Chas. V. Runkle.
Pittsburg—Chas. Beltz.

L. A. W. RENEWALS, AUG. 17, 1883.

Week ending Aug. 11, 1883. Total. 44.

Unattached—2:

2476—Sidney B. Wright, Oskaloosa, Iowa.
805—Edwin F. Brown, Castine, Maine.

Charlotte Bi. Club—1:

3388—J. C. Weaver, Charlotte, N. C.

Keokuk Bi. Club—1:

2604—Edward H. Rothert, Keokuk, Iowa.

Chicago Bi. Club—3:

- 2074—Burley B. Ayers, 114 South Hoyne avenue, Chicago, Ill.
 3231—George McHring, 34 South Canal street, Chicago, Ill.
 3199—M. L. Beers, 46 Major Block, Chicago, Ill.

Milwaukee Bi. Club—8:

- 1578—Ben. K. Miller, Jr., Milwaukee, Wis.
 2382—John E. Hathaway, " "
 928—Angus S. Hibbard, " "
 2710—James P. Brown, " "
 926—Andrew A. Hathaway, " "
 943—Harry C. Hastings, " "
 1784—George P. Miller, " "
 1200—Samuel H. Marshall, 40 Prospect avenue, Milwaukee, Wis.

NEW HAMPSHIRE DIVISION—1.

- 2103—E. W. Herrick, Exeter Academy, Exeter, N. H.

NEW JERSEY DIVISION—3.

- 374—Russell Penniman, Rustic, N. J.
 3684—E. F. Fisk, Montclair, N. J.
 3341—Lewis G. Timpson, Plainfield, N. J.

OHIO DIVISION—10.

Unattached—3:

- 2139—Sidney A. Reeve, Dayton, Ohio.
 2937—Baker Rice, Springfield, "
 2293—Thomas A. Scott, Cadiz, "

Xenia Bi. Club—1:

- 2214—Robert S. Kingsbury, Xenia, Ohio.

Champion City Bi. Club—1:

- 1946—D. E. Barnum, Springfield, Ohio.

Buckeye Bi. Club—1:

- 1003—W. B. Waggoner, Columbus, Ohio.

Sidney Bi. Club—1:

- 2811—D. R. Orbison, Sidney, Ohio.

Dayton Bicycle Club—1:

- 2138—Wm. P. Patterson, Dayton, Ohio.

College Hill Bicycle Club—2:

- 2237—Sam. M. Goodman, Cincinnati, Ohio.
 2235—N. I. Pierson, "

MASSACHUSETTS DIVISION—15.

Unattached—14:

- 3102—F. H. Newton, 159 Chestnut street, Holyoke, Mass.
 3332—A. J. Purington, 88 West Newton street, Boston, Mass.
 2778—Eugene C. Hayden, 216 Princeton street, East Boston, Mass.
 2340—F. H. Childs, 5 Hartford street, Boston, Mass.
 1480—Chas. R. Percival, 1323 Washington street, Boston, Mass.
 1016—R. W. Davenport, 6 Kearsarge avenue, Boston, Mass.
 1173—John T. Powers, Pittsfield, Boston, Mass.
 1453—E. F. Russell, Maldin, Boston, Mass.
 3147—E. C. Clarke, 6 Dwight street, Holyoke, Mass.
 1767—G. W. Metcalf, 1 Alston Court, Cambridgeport, Mass.
 2066—Henry Parsons, 45 Modale street, Gloucester, Mass.
 3489—H. D. Eastman, Framingham, Mass.
 265—Waldo E. Pratt, Chelsea, Mass.
 3091—Omar W. Whittman, Alington, Mass.

Boston Ramblers—1:

- 3004—C. O. Schuchman, Boston, Mass.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 33. Total, 116. NEW YORK, Aug. 17, 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—12:

- 2203—Wm. D. McCoy, Wheeling, W. Va.
 2206—Dr. E. B. Weston, Highland Park, Ill.
 2207—W. R. O'Hearn, Black River Falls, Wis.
 2208—Geo. W. Ziebold, Monroe City, Ill.
 2209—Fred. W. Chase, 52 State street, Augusta, Me.
 2210—N. S. Marshall, Rutland, Vt.
 2211—Francis A. Stillson, " "

- 2212—Jas. H. Smith, Adams' Ex. Co., Bridgeport, Conn.
 2213—Nelson Jessup, 42 Atlantic street, Stamford, "
 2215—C. W. Hendrie, 41 Atlantic street, "
 2216—Edward Hunn, 45 Vernon street, New Haven, Conn.
 218—J. H. Klock, Jr., 541 Chapel street, New Haven, Conn.

Yale Bi. Club—1:

- 2219—E. B. Kimberly, 90 Portsed street, New Haven, Conn.

New Haven Ramblers—11:

- 2222—George E. Humphreys, 161 Dixnell avenue, New Haven, Conn.
 2225—Alfred Husted, Post-Office, New Haven, Conn.
 2227—William C. Palmer, 94 Webster St., " "
 2229—Edward M. Willis, 27 Asylum " "
 2249—Arthur J. Tuttle, Fair Haven, Conn.
 2252—Arthur F. Royce, 131 High street, New Haven, Conn.
 2253—C. W. Lord, 157 Spring street, New Haven, Conn.
 2254—Albert Hinze, 12 Centre street, "
 2255—J. W. Watkinson, 58 Dwight street, New Haven, Conn.
 2256—G. W. Watkinson, 58 Dwight street, New Haven, Conn.
 2262—Charles McCabe, 105 Davenport avenue, New Haven, Conn.

Wheeling Wheelmen—1:

- 2263—Jos. Wiesenfeld, 154 South Broadway, Baltimore, Md.

Rutland Bi. Club—add. 1:

- 2264—Ray Russell, Rutland, Vt.

Peoria Bi. Club—add. 7:

- 2268—August W. Koch, 215 South Adams street, Peoria, Ill.
 2277—Will. M. Lindsay, 511 Hamilton street, Peoria, Ill.
 2280—Geo. M. Bush, First National Bank, Peoria, Ill.
 2282—Charles H. Missner, Callander, Ayers & Co., Peoria, Ill.
 2284—George H. Herzog, Kingman & Co., Peoria, Ill.
 2290—Josiah Gratly, 111 N. Jefferson street, " "
 2298—Robert S. Clark, 122 S. Adams street, " "

Nashville Bi. Club—11:

- 2305—A. E. Howell, 750 S. Market street, Nashville, Tenn.
 2306—V. L. Cunningham, 86 Church street, Nashville, Tenn.
 2307—L. N. Jesunofsky, Burns' Block, Nashville, Tenn.
 2310—J. S. Ross, 171 Union street, " "
 2311—L. Drake, 559 S. College street, " "
 2313—J. L. Thompson, 509 S. Cherry street, Nashville, Tenn.
 2318—T. H. McNish, South Methodist Pub. House, Nashville, Tenn.
 2330—F. T. Welburn, South Methodist Pub. House, Nashville, Tenn.
 2331—E. T. Baker, Cumberland Tel. Ex., Nashville, Tenn.
 2348—J. A. Cantrell, care L. N. Jesunofsky, Nashville, Tenn.
 2349—A. J. Dyas, 25 N. Market street, Nashville, Tenn.

MASSACHUSETTS DIVISION—14.

Unattached—4:

- 2371—J. F. Keyes, 1 Lancaster street, Worcester, Mass.
 2372—Charles Flagg, Whitinsville, Mass.
 2374—F. J. Stoye, Merrimac, Mass.
 2394—Fred. W. Farnham, 28 Robinson street, Lowell, Mass.

Springfield Bi Club—add. 8:

- 2395—E. F. Leonard, Springfield, Mass.
 2396—W. A. Whitney, " "
 2397—E. M. Wilkins, " "
 2398—A. R. White, " "
 2399—D. L. Thurber, " "
 2400—C. A. Fisk, " "
 2401—Albert Sexton, " "
 2402—E. H. Little, " "

Lawrence Bi. Club—add. 2:

- 2403—Wm. D. Currier, 293 Essex street, Lawrence, Mass.
 2404—Wilbur L. Lyman, 3 Everett Block, Lawrence, Mass.

MICHIGAN DIVISION—4.

Unattached—1:

- 2405—Geo. S. Ralston, Cairo, Mich.

Ovid Bi. Club—add. 1:

- 2406—Warren L. Barre, Ovid, Mich.

Bay City Bi. Club—2:

- 2407—Isaac W. Breckler, Bay City, Mich.
 2408—Edward C. Babcock, " "

MISSOURI DIVISION—3.

Missouri Bi. Club—add 2:

- 2409—M. D. Rees, Jefferson City, Mo.
 2410—Chas. E. Jones, St. Louis, Mo.

Frisco Wheelmen—1:

- 2411—Chas. H. Beggs, St. Louis, Mo.

NEW HAMPSHIRE DIVISION—3.

Unattached—1:

- 2413—Herbert E. Dole, Campton Village, N. H.

Manchester Bi. Club—add. 1:

- 2414—John Gannon, Jr., 42 Opera Block, Manchester, N. H.

Rockingham Bi. Club—add. 1:

- 2421—George B. Main, York, Me.

NEW JERSEY DIVISION—7:

Unattached—2:

- 2427—H. W. Allen, 107 Bergen avenue, Jersey City, N. J.
 2431—Howard C. Mettler, 473 Jersey avenue, Jersey City, N. J.

Plainfield Bi. Club—add. 2:

- 2439—James A. Demarest, Plainfield, N. J.
 2446—Robert W. Anderson, " "

Woodstown Bi. Club—add. 3:

- 2450—Edward F. Lewis, Woodstown, N. J.
 2480—Allen T. Lewis, " "
 2481—George M. Andrews, " "

NEW YORK DIVISION—17.

Unattached—7:

- 2482—Daniel W. Herrman, 466 Broadway, N. Y. City.
 2483—Will. A. Buckland, care Earl & Wilson, Union square, N. Y. City.
 2484—Eugenio del Genovese, 354 Bowery.
 2486—Wm. C. Otterson, 144 Pierpont street, Brooklyn. (In summer, care J. W. Cartis, Long Branch, N. J.)
 2491—S. H. Byron, Hoffman House, N. Y. City.
 2497—Frederick Beadel, 120 Front street, N. Y. City.
 2490—Philip Gennond (Rev.), 11 Jane street, N. Y. City. (Summer, Box 306, Ocean Grove.)

Ixion Bi. Club—add. 1:

- 2500—Charles L. Smith, care L. B. Smith, 269 Washington street, N. Y. City.

Hudson Bi. Club—add. 1:

- 2507—William Rossman, Hudson, N. Y.

Columbia Wheelmen—5:

- 2508—Albert E. Heard, Stockport, N. Y.
 2512—Frank C. Kittle, " "
 2513—John C. Kittle, " "
 2514—Frank A. Reynolds, " "
 2515—Robert B. Reynolds, " "

Staten Island Wheelmen—3:

- 2516—R. G. Amory, 70 Reade street, N. Y. City.
 2517—F. A. Halsey, care Rand Drill Co., 240 Broadway, N. Y. City.
 2519—F. S. Grant (Dr.), care Prov. L. Ass. Soc., Bryant Building.

OHIO DIVISION—12.

Unattached—3:

- 2520—Frank Hawley Le Roy, Cleveland, Ohio.
 2521—L. E. Miesse, Lancaster, Ohio.
 2522—W. F. Savage, Columbus Water Works, Columbus, Ohio.

Cleveland Bi. Club—add. 3:

- 2524—C. E. Dennison, 58 River street, Cleveland, Ohio.
 2525—B. F. Bourne, 122 Clinton street, " "
 2538—S. M. Strong, 1498 Euclid avenue, " "

Fremont Bi. Club—add. 2:

- 2578—Theodore A. Lang, Fremont, Ohio.
 2688—Chas. C. Lucas, " "

College Hill Bi. Club—4:

- 2882—J. L. Pierson, College Hill, Ohio.
 2982—Will. P. Everts, " "
 4000—Walter H. Aiken, " "
 4001—Louis E. Aiken, " "

PENNSYLVANIA DIVISION—12.

Unattached—3:

- 4002—J. Lesley Alvord, 435 Chestnut street, Philadelphia, Pa.
 4005—B. F. Herr, Columbia, Pa.
 4004—Ernest L. Wells, Oswayo, Potter Co., Pa.

Williamsport Wheel Club—add. 4:

4005—W. H. Painter, Williamsport, Pa.
 4006—S. R. Ogg, " "
 4007—Dr. F. J. Richards, " "
 4008—R. H. Briggs, " "

Philadelphia Bi. Club—add. 2:

4009—G. A. Graham, Twelfth and Filbert streets,
 Philadelphia, Pa.
 4010—T. A. Schaeffer, 234 South Third street, Phila-
 delphia, Pa.

Reading Bi. Club—add. 1:

4011—W. I. Wilhelm, Reading, Pa.

Montrose Bi. Club—add. 1:

4012—E. K. Tarbell, Montrose, Pa.

Altoona Bi. Club—add. 1:

4013—Herman E. Stover, 1213 Seventh avenue, Al-
 toona, Pa.

—o—

L. A. W. RENEWALS, MAY 7, 1883.

Albany Bi. Club—21:

894—Robert S. Oliver, 42 Willett street, Albany,
 N. Y.
 897—A. H. Scattergood, 30 N. Pearl street, Albany,
 N. Y.
 898—Fred. B. Hubbard, 25 N. Pearl street, Albany,
 N. Y.
 899—John C. Neville, Hudson avenue and Dove street,
 Albany, N. Y.
 901—E. D. Mix, 5 Beaver Block, Albany, N. Y.
 903—Geo. S. Weaver, Jr., 162 State street, Albany,
 N. Y.
 1338—Wm. W. Edmans, 61 Grand Div. street, Troy,
 N. Y.
 1340—Theodore B. Way, 224 Eighth street, Troy,
 N. Y.
 1797—J. G. Burch, Jr., 1 Westerlo street, Albany,
 N. Y.
 2087—Walter Van V. Marsh, 478 Broadway, Albany,
 N. Y.
 2900—George Storr, Merchants' Bank, Albany, N. Y.
 2902—D. W. Shanks, Perry Building, N. Pearl street,
 Albany, N. Y.
 2903—Fred. Lathrop, 74 Phillip street, Albany, N. Y.
 2904—W. W. Cole, 605 Broadway, Albany, N. Y.
 2905—Henry Gallien, Jr., Belfield, Billing's Co., Da-
 kota.
 2906—W. B. Moore, N. Moore street, Albany, N. Y.
 2907—C. E. Wendell, N. Pearl street, Albany, N. Y.
 2908—George F. Brooks, 49 Dove street, Albany, N. Y.
 2909—Fred. G. Michel, 170 S. Swan street, Albany,
 N. Y.
 2910—George Weaver, 41 N. Pearl street, Albany,
 N. Y.
 3132—F. R. Holdridge, Comptroller's Office, Albany,
 N. Y.

SPECIAL NOTICE!

We desire to call the *especial* attention of every officer and member of the League to Rule 34 of our Constitution, as amended:

"34. Each member shall pay to the Treasurer of his State Division, on or before the first day of June, in each year following his admission to the League, the sum of \$1.00, as a membership fee, and shall forward therewith his name and address, and the membership number of his old ticket, and thereupon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule before the following first of July, shall be notified of his delinquency by his Division Treasurer, the notice to contain a copy of this rule. If he shall still fail to comply with the rule until the following first of September, he shall forfeit his membership, and his Division Treasurer shall report his name to the Corresponding Secretary, who shall cause his name to be stricken from the roll. Any one having thus forfeited his membership shall have the right to appeal to the Membership Committee, and their decision shall be final. If rejected, he can again become a member only in the manner provided for in the rules for first admission. Members who are not within the jurisdiction of any State Division shall remit their dues in the manner above provided, to the General Treasurer of the League,

who shall notify delinquent members, as above set forth."

This is business, and will be literally executed, and we hope all will put forth every *possible* effort to induce any who have not yet renewed to do so immediately.

Yours fraternally,

W. V. GILMAN,
 Treasurer.

FROM THE CLUBS.

CUYAHOGA WHEEL.—At a meeting of the Cuyahoga Wheel Club, held last evening, the following officers were elected: Alex. C. Bates, Captain; Chas. King, First Lieutenant; W. Y. Cambell, Secretary and Treasurer.

The club now consists of seven members, and has a very fair prospect of a rapid increase. B.

LA FAYETTE WHEELMEN.—A bicycle club, composed of the following gentlemen, has been organized in Baltimore: A. E. Mealy, President; W. S. Kahler, Secretary and Treasurer; Chas. B. Ludwig, Captain; W. S. Bayley, Lieutenant; A. W. Mentzell, Bugler; Fred. Beck, Alex. Shuffer, Harry Greene, H. P. Krus, S. N. Appleby, Chas. J. Winterle, Jos. E. Geigan, Frank Baetzer, Chas. B. Ellis, Frank E. Fisher. The club has its headquarters and wheel-room on Madison avenue, and is in a very flourishing condition.

Yours truly,

W. S. KAHLER, Secretary.

OLEAN.—At a recent meeting, the Olean Bicycle Club was organized with a membership of twelve.

Following are the officers: President, J. H. Allen; Vice-President, E. S. White; Secretary and Treasurer, C. A. White; Captain, Wm. H. Butler; First Lieutenant, D. C. Conklin, Jr.

There is a great deal of interest felt in the subject. Our roads, for the present, are only fair; Two members belong to the League, but soon the whole club will join *as a club*, for we appreciate the advantages of membership.

Yours fraternally,

W. H. BUTLER.

NORTHAMPTON.—At a meeting of the Northampton Bicycle Club, held August 6th, it was announced that eleven more riders had joined since our last meeting, increasing our active membership to nineteen. More riders are expected to join soon. We think our prospects very good, as we are not in debt at all, and have a small sum in the treasury. The club voted to attend the Springfield Tournament in full force, and our Secretary was instructed to see about the necessary accommodations, in the way of tents, cots, etc., being provided for us at Springfield. It was voted to move the club-rooms from Northampton Center to Florence, a suburb some two and a half miles out, as that location is more central for all riders. A subscription has been raised among riders, and an eighth of a mile track laid out also at Florence. Saturday night was decided upon as the weekly night for social club runs. The new machines, recently purchased in town, are all of the "crank" variety, and all first-class in construction. The "Star" fever has abated for the present, and there are but three or four of the club who ride them, though all admit them to be good machines. Trusting that the above will be of sufficient interest to make it worth publishing.

I am, fraternally,

L. B. G.

WHAT PEORIA WHEELMEN DO.

Editor of the Wheel: Although you have not heard from us for some time, we are by no means inactive. Quite the contrary, I assure you.

Our club is exceedingly prosperous and active, and is blessed with a lot of enterprising, go-ahead members, that it would be hard to excel. We are now quartered in the Academy of Music, and have the largest hall in the city for our exclusive use. We have club rooms, etc., etc., in connection, and are very nicely fixed. The hall has a very good stage, scenery, boxes, and gallery, and we expect to make good use of same this winter.

We have just constructed a quarter-mile cinder track at the Shooting Park, and last week gave a series of races nightly. Mlle Armaindo and Tom Eck gave five-mile professional races, and the club gave one mile and one-half mile races in heats, slow races, race hands-off, etc., etc., and succeeded in working up considerable interest. The best of it was that our boys made much better time than the professionals, though none of the members participating had ever raced before—Chas. Hansel, Chas. Vail, Frank Pierce, Will A. Thompson, John Lindsay, and others doing remarkably well. The best time made was 3:25, which we consider good, considering the entire lack of training and experience.

Commencing next week, we give weekly club races for the club championship. An elegant gold medal will be awarded the winner, to be worn until taken away by a competitor, three successive winnings to entitle the winner to the medal.

We were visited by Sidney Bacon, of Northfield, Minnesota, last week, who rode here, a distance of 600 miles. He entered one of our races, but the back-bone of his new Harvard Special broke above the little wheel-forks, ruining it for riding or racing purposes, and convincing our boys that the Expert Columbia was good enough for them. So far, English machines have not become popular here, though an effort is now being made to introduce them. The new Standard Columbia is quite popular, and is giving excellent satisfaction.

As our wheels are almost without exception all nickel plated, and we have lately adopted the dark blue Massachusetts Club uniform, we are making a tremendous impression. The girls all favor the sport, and not a few say, were they men, they would immediately purchase bicycles.

One of our new members, Dr. M. H. Hewitt, has just received a 60-inch Expert and will soon appear with it. The Doctor is the tallest man in town and could ride a 64, it is thought, when he becomes a little more proficient and his legs stretch a trifle, as we find they invariably do.

We now number some thirty-odd members, and are growing rapidly in numbers, prosperity, and happiness, and the prospect is the P. Bi. C. will soon be the leading club of the city. Best of all, ours is a League Club, and wherever our members go the gospel of the L. A. W. is preached vigorously and enthusiastically. The fact, that our club is a part of so large an association, adds not a little to the respect with which we are regarded by outsiders, and assists us very much in gaining new members.

As yet, the State League idea has not taken a very strong hold here. I know of clubs only at Chicago, Elgin, Kankakee, and Peoria, hence hardly think we are strong enough to make a respectable league. It would multiply officers at the expense of efficiency and at an extra expense, undoubtedly. When we are stronger, none will be more enthusiastic for a L. I. W., but until then we are content to spread in other directions.

Very truly,

H. G. ROUSE,

Sec. P. Bi. C., State Rep. L. A. W.

P. S. Since writing above, I have learned the particulars of a bicycle race, to be held here September 10th or 11th. We have been having the State Fair here for several years past, but this year Chicago in some way got it away from us. The citizens are somewhat stirred up about

it, and have determined to get up a fair that will eclipse the Chicago affair, and there is no doubt but that they will do it. As Illinois is the Banner State of the West, she naturally has a "crack" fair, hence ours will have to be a good one to beat it. The track is being re-built, and when completed will be the finest in the West. The President will be here on the 10th or 11th, and the plan is to give a big bicycle race on the day he is here. An Expert Columbia Bicycle will be offered for first prize, a diamond L. A. W. pin for second, and an elegant special nicked lutein for third; entries free. The race will be one mile, and Mr. Tom Eck, the professional, tells us that the track will be very near perfection for bicycling purposes, hence we anticipate a good race. The Peoria Club will take hold of it, and with the Directors of the Fair Association extend an invitation to wheelmen everywhere to participate. The club will endeavor to make the visit of visiting wheelmen pleasant, and I can promise a right royal "time" to all who accept the invitation. We are highly complimented on our roads by visiting wheelmen, and make good use of them.

FIRST OF ITS KIND.

THE NEW CLUB-HOUSE THAT THE CITIZENS BICYCLE CLUB ARE BUILDING.

The Citizens Bicycle Club, which was organized in June, 1882, expect to have their new club-house completed next fall. It is to be built on a part of the Clark estate, on the north side of Fifty-eighth street, west of Eighth avenue, and will be the only building in the country designed and erected exclusively for the use of a bicycle club.

It will be 20 feet wide and 100 feet deep. In the front of the building there will be a handsomely furnished parlor, adjoining which will be a wheelroom. The rear of the building will contain a dressing-room, a machine-shop, and a bath-room. On the east side of the parlor there will be a passage-way through which bicyclers can pass directly from the street to the wheelroom. The front of the structure will be brick and terra cotta. There will be a large stained glass window east of the entrance to the parlor, in the centre of which will be a terra cotta panel containing in bas-relief two bicycle riders and the club's monogram. The cost of erecting the building will be \$5,000. It will accommodate 100 members. The present membership is fifty, and includes some of the leading business men of the city.

The officers are: President, the Rev. Thomas McKee Brown; Vice-President, Frederick G. Bourne; Captain, Dr. N. M. Beckwith; First Lieutenant, Geo. E. Dunlap; Second Lieutenant, Wm. A. Byrant; Secretary, Thos. C. Smith; Treasurer, Frank J. Pool; Bugler, C. H. Schmidt; Executive Committee—Geo. A. Wells, Chairman; John C. Gulick, W. H. Book, Richard Nelson, and the President, and Vice-President, and Secretary.—*Sum.*

WHEEL GOSSIP.

The applications still cling to the triple figures.

Preparations for the K. C. W.'s race meeting are progressing. Notice will be given in our next of where the medals will be exhibited. The success of this meeting is, if possible, more than guaranteed.

The editor committed the crime of riding a "Columbia Light Roadster," the other day, and now that the Colonel is away, takes advantage of the fact of saying so without hesitation.

Messrs. F. H. Douglass and A. C. D. Loucks, of the Kings Co. Wheelmen, recently beat the

record between Brooklyn and Patchogue, L. I., leaving Brooklyn at 4:15 A. M. on the 12th inst. and arriving at Patchogue at 12:35 P. M. of same day, making time on the road, including stops, 8 hours and 20 minutes. Their stops were at Hempstead and Amityville, and occupied 1 hour and 15 minutes, making actual riding time of 7 hours and 5 minutes. The best previous record was 9 hours and 30 minutes. They were accompanied from Hempstead to Amityville by Messrs. E. K. and D. D. Austin, of the same club. This distance was covered in 1 hour and 42 minutes. Ritchie cyclometer, records 59 1-2 miles as the distance between Brooklyn and Patchogue, which is the estimated distance. Considering the nature of Long Island roads, this is a remarkable fast record.

Bicycle races, in this country, are fast becoming the important feature at all outdoor affairs as they are in England.

September 4th, next, the New England Fair, on the grounds of the Manchester Driving Park, in Manchester, New Hampshire, offer prizes to the value of \$200, for four events. These races are under the auspices of the Manchester Bicycle Club, of which the energetic C. C., of New Hampshire, is a member, and we have no doubt but they will be a success. Full particulars in advertisement in another column.

Our readers have doubtless noticed the advertisement of Doughty & Pedersen in THE WHEEL for some time past. We take pleasure in assuring them that the Longine Chronograph, advertised by them, is an A No. 1 watch, and eminently suited to a wheelman's needs. Besides being a tip-top watch, always ready for taking time, it is also a first-rate timer. We carry this watch ourselves and do not hesitate to pronounce it as good as there is in the market. All racing men should have one.

At the State Meet of the Minnesota Wheelmen, which is to occur at Minneapolis, August 30th and 31st, under the auspices of the Minneapolis and St. Paul Bicycle Clubs, in conjunction with the Exposition of the Northwestern Industrial Association, there will be some interesting events as follows:

August 30th—A mile professional race for the International Championship, between Prince and Higham, for a purse of \$2,000, at 1 P. M.

2 P. M.—Amateur two mile race: Prizes valued at \$100.

6:30 P. M.—Meet at Nicollet House for a parade on Washington avenue, followed by a run to Lake Calhoun.

8 P. M.—Complimentary banquet at the Lyndale hotel, after which a League of Minnesota Wheelmen will be formed if necessary.

August 31st, 2 P. M.—Amateur one mile race, one heat. Price valued at \$100.

4 P. M.—Review of all wheelmen on race track, and competitive club drill, for cash prize of \$50.

During the afternoon Fred. Rollinson will give an exhibition of fancy riding.

The man who neglects riding this weather loses the cream of the season.

The Pennsylvania Division Meet, September 29th, promises to be a success. It includes one and five mile championships of Pennsylvania, and application has been made for the three mile championship of America. The races will be given under the auspices of the Germantown and Pennsylvania Clubs. In addition to the championship races there will be a half mile junior's race, a one mile novice's race, a two mile handicap, a one mile tricycle handicap, and a 150 yard slow race, handicap. THE WHEEL will also offer a prize in a mile "consolation race." Philadelphia medals have not been held in the highest estimation, but this time the committee

propose to come to New York. The prizes will be very handsome, and the track at the Gentleman's Driving is one of the best in the country. Entries close September 25, 1883.

While riding along the Riverside Drive the other evening Capt. N. M. Beckwith, President of the League, broke his celebrated machine and injured his right leg by the fall. On hearing of the accident Mr. R. V. R. Schuyler, of 189 Broadway, immediately placed his new 63in. American Club at his disposal, and now the doctor rejoices in the additional inch and the largest wheel in America.

The New York men will probably make up a special train to the Springfield Tournament. President Egan, of the Ixions, has the matter in charge and will publish particulars shortly. An invitation will be extended to the neighboring clubs of Brooklyn and New Jersey to join in the excursion, which will probably number over one hundred.

The Citizens broke ground for their new club-house Wednesday, and at their meeting Tuesday night elected five trustees to incorporate the club. A number of applications for membership have been handed in and the club will soon number sixty active riders.

The League treasurer has issued a call for all delinquents to renew. The amended rules provide that dues can be paid up to September 1st, but after that date the gates will be closed and the dead numbers given to live men. It is gratifying to note that the applications still keep up to the standard average of 100 a week.

THE WHEEL takes a little pride in the number of applications, as since the Meet we have had but two subscriptions, whereas before the League Meet our average was about ten a day. They have all joined the League apparently. Even the most hardened kicker must acknowledge that an "official organ" is a good investment.

Our friend, the *World*, is very particular to call our attention to the fact that in our report of the tricycle road race, the times were wrong. As our report was taken from a telegraphic dispatch, in view of the strike a few slight errors are pardonable, and we give the corrected times with pleasure. The following is the correct time for each man:

Name.	Machine.	H.	M.	S.
W. W. Stoll.....	Victor rotary.....	1	27	45
W. H. Edmans.....	Victor rotary.....	1	31	30
J. S. Dean.....	Victor rotary.....	1	35	25
F. Morris.....	Victor rotary.....	1	37	20
W. B. Everett.....	Coventry rotary.....	1	46	20
C. E. Heath.....	Victor rotary.....	1	48	20

A few weeks ago we called the *World's* attention to a discrepancy in the report of the time of the mile handicap at the Boston Race Meeting, which it has thus far seen fit to ignore. Perhaps a few fables would be instructive reading for the wily editor.

Mr. Frank E. Yates writes to explain that although he did not see the minority report, it expressed his sentiments, and his signature was used correctly.

The Victor rotary tricycle has scored another point in making the descent of Mount Washington in fifty-five minutes. It only remains now for Julius to ride it in fifty on his Faicel.

Members of the League are cordially invited to contribute to the columns of THE WHEEL such items of information as they may collect. Many a large club owes its success to the prominence given it by active correspondents, and each club should appoint a correspondent whose duty it is to see that the press are properly informed as to its doings.



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

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

N. M. BECKWITH, Pres. L. A. W. { Editorial Contributors.
W. V. GILMAN, Treas. L. A. W. {
C. J. HOWARD, { - - Artistic Contributors.
A. D. WHEELER, {

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NEW YORK, AUGUST 17, 1883.

To League Members and Correspondents.

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

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

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

LEAGUE CLUBS.

A valued and esteemed correspondent writes for information concerning the advantages of joining the "League as a Club," and, as this question has probably been a theme for discussion elsewhere, it may appropriately form a text for a leader.

It is a rather difficult thing to find a club man who does not believe in "club organization," and whose enjoyment in the pursuit of pleasure on the wheel is not heightened by the close acquaintance and mutual sympathy of his club-mates, in the numerous runs and excursions that are projected during the season by every well-organized club. Membership in a club implies a broader appreciation of everything connected with bicycling. In all central localities the club is an essential feature, and usually exists. We believe that wherever there are a few riders a club should be organized, as a small, vigorous club can do more for cycling than three times their number of unattached riders.

Now, then, the relationship of clubs to the League of American Wheelmen is the same as the relationship of an unattached rider to the club man. Membership in the League as a club

implies not only full representation at the business meetings and in the parades, but it is an aid to a club in many ways. What is the influence of the Capital Club, of Washington, or the Boston Club—both non-League clubs—compared with that of the Springfield, or the Massachusetts, or the Citizens, or the Germantown, or many others that we might mention, who are unanimous in their support of the League? To be a League Club implies the respect of its three thousand odd members, and numbers are powerful. It means power, influence, and recognition. It means that their actions, their meets, and race meetings will be supported by other League clubs more heartily than if they were non-League members. The League is a power to-day, and it is growing stronger every day. It should be heartily supported by clubs as a whole, and we trust that many will embody the League membership clause in their rules.

An obscure paragraph 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. We reply that possibly he might, in small towns where the wheel and its rider are a curiosity; but let him go to any large city or town where the advantages of the League are fully appreciated, and he will soon find that the fact of his having a wheel is not a sufficient introduction or guarantee. It costs little to belong to the League, and the man who will go through life trying to deadhead the privileges of League membership is small enough to withhold the payment of his car fare until within a block of his destination, in order to save the interest.

The Minnesota wheelmen are thinking of forming a League of their own at their coming Meet at Minneapolis, August 30th and 31st. Wouldn't it be much more desirable for them to join the L. A. W., and form a State Division? They would then have all the advantages of a State League, coupled with the benefits accruing to them as members of the national organization.

PENNSYLVANIA DIVISION.

A meeting of the Pennsylvania Division of the League of American Wheelmen was held in Horticultural Hall Aug. 10th, for the purpose of adopting a constitution and by-laws, and for the inauguration of an annual meet and race meeting. The following clubs were represented: Philadelphia, Germantown, Pennsylvania, Frankford, American Star, Scranton, Marietta, Alpha of Bethlehem, and York. It was resolved unanimously to hold the proposed meet and races of the Division at Philadelphia, on the 29th of September, in conjunction with the Fifth Annual Meet of the Philadelphia Wheelmen, and also in view of the fact that the Fall race meeting held conjointly by the Germantown and Pennsylvania had been fixed for that date. An application from these two clubs that the one and five mile races fixed for the meeting should be recognized as the State Division Championship the said clubs furnishing the Division with the medals, was granted. A committee was appointed to arrange matters for the contemplated meet on September

29th. The committee consisted of one member of each of the Philadelphia clubs and the secretary of the State Division. The gentlemen of the committee are as follows:

H. S. Wood, Germantown Bicycle Club,
Chas. M. Miller, Pennsylvania " "
C. E. Updegraff, Am. Star " "
J. T. Crankshaw, Frankford " "
H. R. Lewis, Philadelphia " "
Victor M. Haldeman, Sec. Penn. Division.
SECRETARY.

A GROWL FROM NEW JERSEY.

Editor of the Wheel: Just returned from a trip down the Delaware from Port Jervis to Stroudsburg, going over about the same ground the Citizens Club did. We left Newark last Monday by the 9:17 A.M. train and arrived in Port Jervis at 12:30. Thence we wheeled on to Milford, arriving at 1:30, where we enjoyed a good dinner. After that we proceeded on to Dingman's, where we spent the night and next morning. Leaving Dingman's at about noon, we rode on to Bushkill to dinner, arriving there at 1:15.

Upon inquiry we found that the road to Stroudsburg was very bad, and so we fully expected to walk nearly all the way; but, contrary to our expectations, we only had to walk about the first two and a half miles—possibly three—and then we rode on to S., where we boarded the 6:09 train for Stanhope, where our trip ended.

Why is it THE WHEEL advertises the Erie Railroad to take bicycles free, at owners' risk, in baggage cars? We inquired about it, and the baggage agent said he had never received orders regarding it; and so he billed the bi's for the outrageous sum of \$1 apiece, and from Stroudsburg to Stanhope they billed them for 75 cents. My friend and I were disgusted with it. L. P.

NEWARK, August 10, 1883.

[The railroad list is under control of the Chairman of the Railroad Committee, Mr. Ayres. If any wrong has been done, "L. P." should write to the proper authorities. We are not aware that any of the railroads in the vicinity of New York have accepted even a regulation tariff, except the Philadelphia and Reading.—ED.]

A PHILADELPHIAN AT THE SEASIDE.

Editor of the Wheel: Having my wheel with me this summer, on my trips from Baltimore to Boston, by steamer, I spent the day in Norfolk last week, getting there early in the morning. I started out before breakfast to take a survey of the roads, and see if I could find any good streets to ride on, so I could pass the day in riding around. Going up the main street, taking the sidewalk on account of the poor streets, I encountered a great many people, and, getting tired of wearing out my lungs making the people move out of my way, I began to blow my callopie, and away I started up the street on a pretty fast gait. I wondered that I should see so many people gazing at me, yet I kept blowing at every corner; still they looked, and I thought I would look also, when lo, I beheld about five or six policemen running after me. Thinking it about time to make for the road, for I felt I was riding where I had no right, I never waited for them to tell me, but started for the middle of the street and flew away, blowing at every corner, still in my glory. I awoke to hear the gentle word, "halt," from one of their finest. I did so, and gently dismounted, when I was very gently and solemnly asked did I not blow a whistle. I answered yes, gently. Again I was asked if I blew it twice in succession. Again I answered, still more gently, yes. I was then informed I was on the point of being arrested for causing the fire department to come out to an imaginary fire. If

it had not been for the ten policemen and the fireman who had caught up to me by that time, I would have found myself in a station house; but my arguments, stating I had just arrived in the city that morning, and never having been there before, I was let go, with the solemn warning to never do so again and take my bad whistle home, and blow it in some other city. The policeman informed me their whistles were the same kind as mine, and that one blow from them called for help to an other policeman in distress, and two blows in succession called the whole fire department out. This is all an actual fact, and did happen to me. While there I met Mr. Carroll, Secretary and Treasurer of the Seaside Bi Club, of that city, and had one of the grandest rides I ever took, on as fine and hard a road as could be found any where in this country, going in all 38 miles that day—20 miles of which, in the morning, we covered in 1½ hours, including 22 minutes for rest. The club is growing, and as fine and sociable a club as his seldom met. They treated me royally. After a very stormy and seasick voyage I reached this famous seaside resort, where I enjoy myself riding up and down the beach, three times a day. At the Haunted Castle here, there is a natural curiosity—a man that had never seen a bicycle before.

Yours Respectfully,

FRED. C. DUNN,

Pres. Fairmount Bi. Club, of Philadelphia Pa.
NARRAGANSETT PIER, Aug. 10th.

AN ENTHUSIASTIC WHEELMAN.

Editor of The Wheel: I notice a paragraph in "Wheel Gossip" about Mr. Robert D. Mead, teller of the Howard Savings Institution, of this city, and desire to say, that he has wheeled from Parsippany to Newark in 1 hour 29 minutes.

The road from Parsippany to Franklin is a rough one. Since October, 1882, when he purchased his 48-inch Harvard, he has ridden more than 3,000 miles, as per record of his reliable cyclometer.

His enthusiastic coaching has infected fifteen wheelmen of Roseville, who can testify to the delights and benefits of this incomparable exercise. Like father, like son. Mr. Mead takes his little Teddy, five years old, on the saddle, in front of him, and has instilled such regard for the wheel in little Ted, that he is looking for "growth in the little hind wheel to make a wheel for Teddy."

Very respectfully, yours,

ONE OF ROB.'S PUPILS

NEWARK, N. J., August 13, 1883.



The K. C. W.'s rejoice over the loss of their much beloved (?) chronic kicker, Alex. Now they prosper, and why shouldn't they?

A marriage in Para—Splicing of a tyre.

The editor of this paper last week remarked that "now the dog is up in arms against the much abused bicycle." My experience is that the "dog up in arms," especially if the arms have a fair owner, is more to be envied than feared. It's the dog down on his feet we are most shy of.

Pres. Ducker was in the city last week, accompanied by his wife. He showed me the designs of the four championship medals, now being made at the cost of \$1,500, and to be raced for in September at Springfield. They are beyond compare the handsomest things I have ever seen.

R. V. R. Schuyler has accomplished his threat and now owns and rides a 63-inch American Club. This in size rather scoops the proverbial pen, I believe.

Mr. Kitchell, of the Cincinnati Club, called on the Ixions last week. He vouches for that bicycling band being a fact, not a fiction.

See here brother Fennessey, there is no more diligent reader of the "S. W. G." than I am, and no one a greater admirer of yourself and Ducker than the "Owl," but when you take some of his poor efforts and put them alongside your own, that's bad enough for your bright paper, but won't you just credit them to him, and not to THE WHEEL, so that our friend Jenkin's won't have the charge of their authorship added to his already over heavy burden of secretarial labors?

A sore head maketh the heart sick! Alex. has just found out of what little significance his membership in the K. C. W.'s was. A business man should have something better to do than circulating false reports of and concerning a bicycle club which has shown so very plainly that it can get along so very well without—Alex. Happy K. C. W.'s in their loss! Would that that resignation had come years ago.

The Ixions, proud of their ancient namesake, have long sought some article of antiquity in keeping therewith, and have in consequence been presented by the Club liar with a piece of Pharaoh's chariot wheel. There has been some doubts cast upon its authenticity, but the donator says Faro gave it to him, and as it does look something like a red and black wheel, it has been accepted as King—what the donator claims.

I am in receipt of a very handsome likeness of our worthy L. A. W. Treas., W. V. Gilman, for which I wish to extend my thanks. My opinions are not always valuable, but after having met this gentlemen and watched the very able and efficient manner he has managed our League funds, I am prone to believe that a carpenter's level laid on W. V. G.'s head wouldn't stir the drop a jot from its critical centre. If you have no deep-rooted objections to games of chance, you can "gamble" on this with safety.

The desertion complained of in this column, by club men seeking the country, grows daily worse. After Pitman went, that settled it; even the alphabet took to moralizing, and now there is only four letters left in "Town."

The man or club that undertakes to smash the League through withdrawal, is always associated in my mind as affording a perfect rhyme to "gam stool."

H. D. Corey has now, by his last exploit of riding down Mt. Washington on an "Extraordinary," in 1 hour 15 minutes, proven his title of champion road rider of the world. Put her there, old boy! I knew you wouldn't let Cosson knock you out with a "Kangaroo" machine, even though the first syllable in his name is the same as yours.

Doctor Beckwith was presented during the week with a picture of the League Meet, handsomely framed in his club's colors. The presentation was made by Pres. Egan in behalf of the State Division.

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, \$25.

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.

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.

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, on account of ill health, a New bicycle, 1883 pattern, with cyclometer, acme stand, gong, and yale lock. Has never been ridden; cost \$150; will sell for \$125 cash. Address GOOD FAITH, WHEEL office.

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.

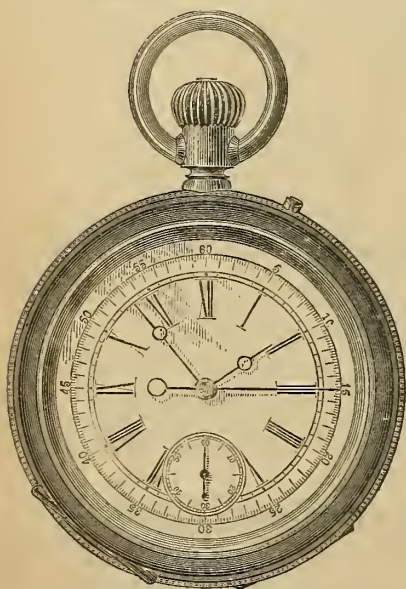
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AND THE

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.

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23 MAIDEN LANE, N. Y.

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

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SUCCESSORS TO

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Clothiers,

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BILLIARD AND POOL TABLES

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LOWEST PRICES,

EASIEST TERMS,

FINEST GOODS.

The only quick cushion that is also accurate. Warranted in ANY climate for Ten years.

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J. M. BRUNSWICK & BALKE CO.,

724 BROADWAY,

NEW YORK.

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.

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

PRINCE METHUSALEM.

BY THE McCAULL OPERA COMIQUE COMPANY

The Opera to be followed by a

GRAND PROMENADE CONCERT

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MADISON SQUARE THEATRE.

AT 8:30.

Ice Auditorium. Matinee Wednesday at 2.

THE RAJAH. Constant Laughter and Applause.

THE RAJAH. A charming character comedy, with 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., 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.

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FASHIONABLE BOOT AND SHOE MAKER,

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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 Patentees and Manufacturers,
320 and 322 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 \$4,560.

\$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 re-
ceive the *Springfield Wheelmen's Gazette*
FREE for six months. Gives full par-
ticulars. 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, A. L. FENNESSY,
President. Secretary.

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OF THE

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FOR SALE BY

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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,
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PRICE \$2.00 EACH.

The handsomest bicycle picture ever produced. Size,
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Canvas and Leather goods,

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

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WHEELMEN'S RACE MEETING,

Sept. 1st, 1883.

\$250.00 IN PRIZES.

FOUR EVENTS. OPEN TO ALL AMATEURS.

Half mile dash scratch. One mile 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 GYMNASICS 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
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class English Bicycles and Tricycles. A full assortment
of wheel sundries in stock. Everything at, or below,
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LYRA BICYCLICA.—FORTY POETS ON THE
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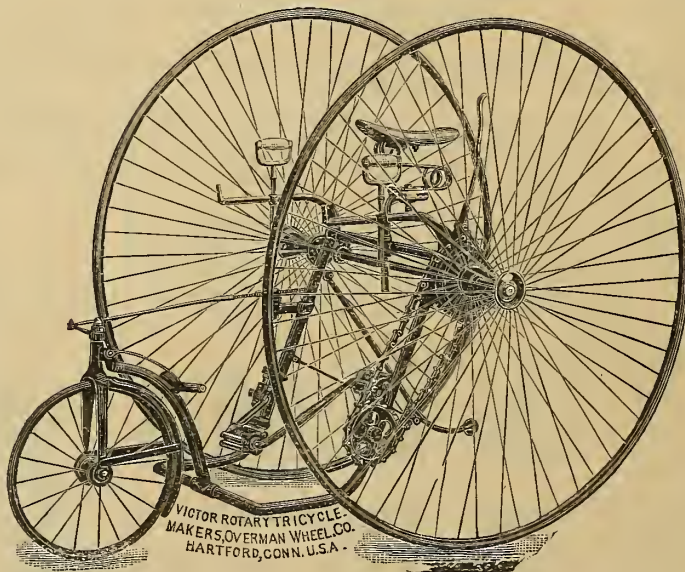
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ARAB CRADLE SPRING,
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Finished in Harrington's enamel, and gold lines. Handles, saddle-post, steering, hub caps, small hub, foot-rest and all nuts and bolts nickel plated on copper. Weight complete, ready to ride, 92 lbs. Saddle bag, spanners and oiler. Price, crated, \$160. We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market. Send 3ct. stamp for illustrated catalogue. Cabinet Photo., 15c. Made by

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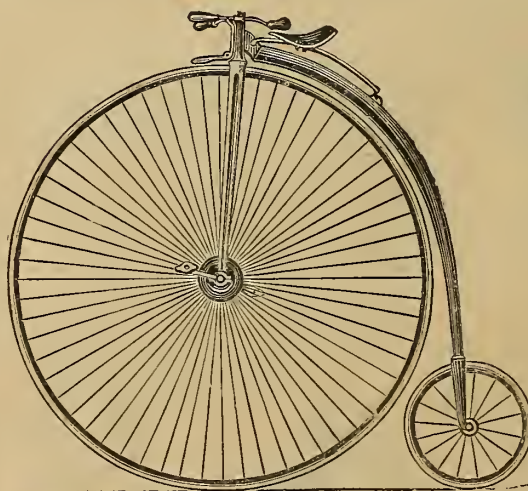
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The Strongest, Most Rigid and Handsomest Bicycle in America.

Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable ball bearings, double-to-front single-to-back wheel. Fitted with handy tool bag, finish all-bright parts nicked on copper, balance finely, coach-painted and lined in gold and vermilion. Price, - \$125.00
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Send 15 cents for cabinet photo, or 3 cent stamp for 32 page illustrated catalogue.

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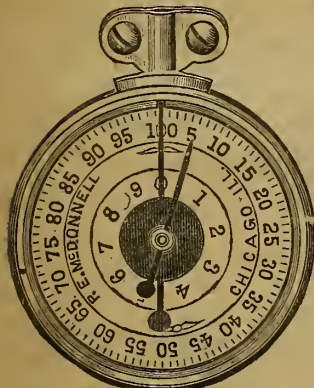
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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

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 pedalling are excluded from any other similar vehicle."

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

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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.

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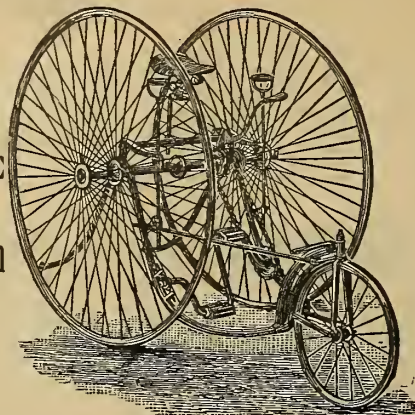
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