

# THE WHEEL

## A JOURNAL OF CYCLING

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

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NEW YORK, SEPTEMBER 7, 1883.

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### WHEEL GOSSIP.

Entries for Springfield close September 10th, sure.

This is the time of year when a man should take his vacation, and with packed mule explore the roads of the surrounding country, landing at Springfield on the morning of the 18th.

The number of entries are large, and all the races will be hotly contested.

We hope the bills will be devoid of programme fiends, who merely enter for the sake of being advertised, but do not start.

It is a difficult matter for many to select what races to enter, as each race seems to present so many varied attractions.

The mile track will be used as last year, the management having decided not to build a half-mile concrete track. It will be measured 18 in. from the pole, but we would suggest that the fence be placed three feet from the edge.

Spectators are often a nuisance, especially when they break in upon a track. Many a good race has been spoiled by excited outsiders insisting on crowding upon the track. We hope the force of police will be ample.

The Maryland Club have secured a six lap track at Oriole Park, and propose to give a two days' race, meeting September 12th and 13th. The medals are valued at \$25 and \$15.

One of the judges in the recent "Star" races gives his version of the affair.

There will be a meeting of the Racing Board at Philadelphia, on Saturday, September 29th, at 8 P. M., at 1725 North 21st street. Several important questions will be decided, among them the holding of all the championships next year at the time and place of the next League Meet, and under the auspices of the League.

As more records accumulate, the handicaps grow better. Very few clubs giving race meetings take the trouble to preserve the records of the second man, and to please every one is rather a difficult undertaking.

Mr. Sam. McClure, of the *Wheelman*, was made happy last Tuesday at Galesburg, Ill. His bride is the daughter of Prof. Hurd, of Knox College.

Mr. Herbert Knight, of the Essex Club, is having Zacharias & Smith put an extra seat on his Sociable for the baby.

The Cunningham Co. have just imported a Tandem, made by Bayliss, Thomas & Co., for H. H. Post, of Oswego. It is about as pretty a piece of mechanism as we have ever seen.

Frank W. Weston, our genial C. T. C. C., sails from England on the Cephalonia, September 12th. Pity he is obliged to miss the Springfield races.

It is said that the last cipher should be cut off from the \$2,000, recently offered by the Minnesota club races.

Friday was a great day (!) hey, Deacon?

The remarks in regard to Alex. Schwalbach, in our issue of three weeks ago, were somewhat previous, and we beg the gentleman's pardon for same.

The Philadelphia Meet is being successfully managed, and will, no doubt, be one of the events of the year. New York will doubtless send a large delegation.

Kicking has become quite an art. It is indeed fashionable, especially in the East. We begin to think that we might enjoy taking a hand at it ourselves, and think the "dude" would be a fit subject to commence with.

Cycling publications continue to be the fashion. We welcome them all, as they exert a beneficial influence in their immediate locality, as well as extending the knowledge of the wheel. The Michigan Division is rapidly gaining with the aid of the *Western Cyclist*, and we trust that the latest comer the *Cycle* will also advance the interests of the League in the State of Massachusetts.

We have made several additions to the free list of railroads this week, but should like to see some tariff enforced on the railroads that center in New York.

The Rutland Bi. Club have planned a pleasant vacation for Springfield, leaving at 1 P. M. on the 17th, and after the meet running to Hartford, where they will visit the factory of the Weed Sewing Machine Company. They will dine at the United States Hotel, starting on their homeward trip about 4 P. M. All wheelmen are cordially invited to join them in the run, and should communicate with Mr. C. G. Ross, the Secretary.

The New Haven Bicycle Club will give a race meeting, October 10th, at Hamilton Park, for prizes valued at \$700. The programme includes a parade in the morning, races in the afternoon, and fancy riding in the evening. The

committee in charge consists of N. P. Tyler, M.D., W. H. Hale, and Capt. F. H. Benton. They will issue a gazette about the 10th of September, containing full particulars.

The Third Annual Tournament of the Buffalo Bicycle Club is an assured success, and will be largely supported by the local wheelmen as well as others. The track is very fast, and the prizes such as to attract the attention of flyers at a distance.

Brockton, Mass., will be heard from October 3d, and will give a race meeting and banquet. The entries close for the races September 29th, and should be addressed, "Holmes," Box 1236, Brockton, Mass.

There being some discussion as to the exclusion of certain classes of cycles in the competition for the Pope cup, we would say that the race was specially sanctioned, the Racing Board accepting the conditions, with the exception of recognizing it as a championship.

In the window of an accident insurance company on Broadway two pictures are exhibited. One is a representation of a steamer, her boiler exploded, some of her passengers going up into the air in fragments and others struggling in the water. This is a new painting.

The other represents a railroad express train running off a misplaced switch and smashing into a freight train on the side track. Cars and passengers are mixed together in an indiscriminate smashing and mangling. This is an old painting.

The one represents the recent explosion of the carefully inspected boiler of the steamer Riverdale. The other is a counterpart of any of the periodical Vanderbilt railroad accidents for the past four or five years.

Underneath are the words addressed to travelers—"Insure at once. Delays are dangerous!"

They are indeed. Especially if a traveler takes a carefully inspected steamer or a Vanderbilt or New Jersey railroad train.

The pictures have a world of meaning in them. —*N. Y. World* (Sept. 1st).

The two pictures referred to in the above clipping are in the windows of The Fidelity and Casualty Companies offices, corner Liberty and Broadway. Their advertisement will be noticed in another page.

Capt. N. Malon Beckwith picked up a wire hoop the other day, with his 62-inch wheel, resulting in a pair of sprained wrists. And now the President of the League is obliged to hire the Secretary to fill out an application blank in the F. & C. Insurance Company.



## 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. 36. Total, 91. NEW YORK, Sept. 7, 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.

#### New Haven Ramblers—add. 4:

- 4168—E. L. Manville, 387 Elm street, New Haven, Conn.
- 4169—Harry Ackrill, 63 High St., New Haven, Conn.
- 4170—Edwin S. Terry, 30 Crown St., " "
- 4171—James R. Lyons, 710 State St., " "

#### Paliouogue Bi. Club—add. 2:

- 4173—John S. Bristol, Danbury, Conn.
- 4174—Arthur C. Johnson, " "

#### Junior Wheelmen of Baltimore, 1:

- 4175—J. C. Guggenheimer, 427 Madison avenue, Baltimore, Md.

#### Unattached—3:

- 4172—Alfred B. Charles, care Met. Ins. Co., New Haven, Conn.
- 4176—J. Benson Hamilton, Trinity Church, Providence, R. I.
- 4177—John D. C. Knapp, 206 Cedar avenue, Minneapolis, Minn.

#### MASSACHUSETTS DIVISION—17.

#### Unattached—4:

- 4178—James R. Jewett, 60 Buckingham street, Cambridge, Mass.
- 4179—Charles E. Slocumb, N. Wexbridge, Mass.
- 4180—Harry K. Lee, care Hartford Eng. Co., Hartford, Conn.
- 4181—Francis H. Tremere, 30 Alaska street, Boston, Mass.

#### Berkshire County Wheelmen—1:

- 4182—Herbert S. Wollison, Pittsfield, Mass.

#### Springfield Bi. Club—3:

- 4183—W. E. Wright, care McIntosh & Co., Springfield, Mass.
- 4184—Henry Briggs, Hampden Watch Co., Springfield, Mass.
- 4185—A. H. Overman, Hartford, Conn.

#### Saratoga Bi. Club—1:

- 4186—Dr. A. C. Rich, Saratoga Springs, N. Y.

#### Holyoke Bi. Club—8:

- 4187—E. H. Goodrich, 221 High street, Holyoke, Mass.
- 4188—C. W. Johnson, 191 " " " "
- 4189—Nelson J. Cody, 191 " " " "
- 4190—M. L. Crosier, 338 Main street, " " " "
- 4191—W. L. Landon, 270 Maple street, " " " "
- 4192—C. W. Ramage, 233 Walnut street, " " " "
- 4193—W. S. Thorpe, Northampton street, Holyoke, Mass.
- 4194—H. D. Stebbins, care T. F. Keegan, Holyoke, Mass.

#### NEW JERSEY DIVISION—13.

##### Unattached—3:

- 4195—Prof. Charles F. Kroch, Box 475, Orange, N. J.
- 4196—Charles J. Solyom, Box 54, West Hoboken, N. J.
- 4197—F. W. Bissett, South River, N. J.

##### Monmouth County Wheelmen—1:

- 4198—Dr. G. F. Marsden, Red Bank, N. J.

##### Morris Wanderers—9:

- 4199—Ira Ayer, Morristown, N. J.
- 4200—Charles H. Genung, Madison, N. J.
- 4201—Edward Littlejohn, Chatham, N. J.
- 4202—Joseph Minton, " " "
- 4203—George I. Littlejohn, " " "
- 4204—I. Fred Runyon, Morristown, N. J.
- 4205—William S. Mulford, " " "
- 4206—Samuel Staples, " " "
- 4207—George E. Voorhees, Jr., Morristown, N. J.

#### MICHIGAN DIVISION—8.

##### Coldwater Bi. Club—add. 1:

- 4208—Ansel A. Howard, Coldwater, Mich.

##### Battle Creek Bi. Club—add. 1:

- 4209—E. C. Adams, Battle Creek, Mich.

##### Meteor Bi. Club—add. 2:

- 4210—J. A. Worthington, Detroit, Mich.
- 4211—A. W. Ives, " " "

##### Bay City Bi. Club—add. 1.

- 4212—Wilfred See, Bay City, Mich.

##### Unattached—3:

- 4213—C. A. Watrous, care F. W. Carlisle & Co., East Saginaw, Mich.
- 4214—Will A. Dunning, East Saginaw, Mich.
- 4215—Flare D. Ford, Saline, Mich.

#### OHIO DIVISION—37.

##### Akron Bi. Club—15:

- 4216—Chas. E. Caskey, Diehl & Caskey, Akron, Ohio.
- 4217—Kenyon Conger, Irving Lawn, Akron, Ohio.
- 4218—Allen M. Farrah, Buckeye Office, Akron, Ohio.
- 4219—Chas. E. Howland, Thos. Phillips & Co., Akron, Ohio.
- 4220—Clarence Howland, Thos. Phillips & Co., Akron, Ohio.
- 4221—Hal Jacobs, 605 South High street, Akron, Ohio.
- 4222—Grant S. Merriam, The Goodrich Co., Akron, Ohio.
- 4223—Lewis A. Miller, Oak place, Akron, Ohio.
- 4224—Ira Morrison, Akron, Ohio.
- 4225—Carl Pardee, 229 South Union street, Akron, Ohio.
- 4226—E. P. Rowe, Beacon Pub. Co., Akron, Ohio.
- 4227—W. F. Sawyer, 408 1-2 W. Center street, Akron, Ohio.
- 4228—Joe S. Smith, Smith Bros., Akron, Ohio.
- 4229—A. C. Sumner, 608 East Middlebury street, Akron, Ohio.
- 4230—Bert Work, 108 Park place, Akron, Ohio.

##### Buckeye Bi. Club—add. 1:

- 4232—Dan'l Krumm, Columbus, Ohio.

##### Kenton Bi. Club—7:

- 4234—Frank E. Dougherty, Kenton, Ohio.
- 4235—Geo. E. Crane, " " "
- 4236—Frank B. Schultz, " " "
- 4237—Frank E. Damon, " " "
- 4238—Julius A. Knert, " " "
- 4239—Del. G. Merriman, " " "
- 4240—Robt. A. George, " " "

##### Champion City Bi. Club—add. 3:

- 4241—Geo. Kepsay, Springfield, Ohio.
- 4242—Frank Driscoll, " " "
- 4243—Paul Foos, " " "

##### Unattached—11:

- 4231—C. H. Potter, 99 Superior street, Cleveland, Ohio.
- 4233—H. Williams, Level, Warren Co., Ohio.
- 4244—Herman Rogers, Cadiz, Ohio.
- 4245—W. L. Armstrong, 379 Euclid avenue, Cleveland, Ohio.
- 4246—W. M. McCully, Galion, Ohio.
- 4247—M. M. Jarret, 1590 Euclid avenue, Cleveland, Ohio.
- 4248—S. L. Myers, 104 Maple street, Cleveland, Ohio.
- 4249—S. T. Needels, Groveport, Ohio.
- 4250—Geo. E. Thackary, Youngstown, Ohio.
- 4251—Dudley Hine, Painesville, Ohio.
- 4252—Chas. A. Stevens, Merchants' Nat. Bank, Cincinnati, Ohio.

#### PENNSYLVANIA DIVISION—6.

- 4253—John C. Dotter, Reading, Pa.
- 4254—H. Ayres, 527 Arch street, Philadelphia, Pa.
- 4255—Dr. Geo. S. Hull, Chambersburg, Pa.
- 4256—W. E. Guthrie, " " "
- 4257—W. G. Nixon, " " "
- 4260—Ira G. Ross, Mauch Chunk, Pa.

#### L. A. W. RENEWALS, SEPT. 7, 1883.

Week ending Sept. 1, 1883. Total, 54.

##### Unattached—2:

- 2551—A. W. Stuart, Belleville, Ill.
- 1910—Robert Foote, The Tradesmen's National Bank, New Haven, Conn.

##### Pequonnock Wheel Club—1:

- 3661—Calhoun Latham, 196 Washington avenue, Bridgeport, Conn.

##### New Haven Bicycle Club—3:

- 1911—A. S. Kingsbury, New Haven, Conn.
- 2686—M. R. Durham, " " "
- 165—F. H. Benton, " " "

#### MISSOURI DIVISION—1.

- 2829—Lytton Forbes, Garvey street, St. Louis, Mo.

#### NEW YORK DIVISION—1.

##### Binghamton Bicycle Club—1:

- 3494—M. C. Carver, Binghamton, N. Y.

#### PENNSYLVANIA DIVISION—2.

##### American Star Bicycle Club—2:

- 3608—J. A. Green, Philadelphia, Pa.
- 3614—S. S. Pancost, " " "

#### MASSACHUSETTS DIVISION—13.

##### Unattached—12:

- 2858—Edward P. Burnham, P. O. box 609, Newton, Mass.
- 3168—Silas L. Howes, Brockton, Mass.
- 2851—J. Frank Wood, Quinapoxet, Mass.
- 971—M. Douglass, Jr., Andover, Mass.
- 395—Newton Darling, 1030 Main street, Worcester, Mass.
- 222—F. B. Carpenter, 13 Central street, Boston, Mass.
- 1067—King Upton, Peabody, Mass.
- 2998—C. B. Butterfield, 126 West Chester Park, Boston, Mass.
- 2996—R. F. Shahl, 37 Essex street, Boston, Mass.
- 885—F. H. Johnson, Brockton, Mass.
- 3167—Arthur B. Jenks, Brockton, Mass.
- 3449—Charles P. Doane, East Brookfield, Mass.

##### Williston Bicycle Club—1:

- 3655—Ephraim P. Youmans, Easthampton, Mass.

#### OHIO DIVISION—31.

##### Unattached—2:

- 100—Charles E. Nichols, Wilmington, Ohio.
- 3150—J. W. Packard, Warren, Ohio.

##### Buckeye Bi. Club—3:

- 1836—Fred. W. Flowers, Columbus, Ohio.
- 2038—Charles E. Freeman, " " "
- 2575—J. C. Hull, " " "

##### Massillon Bicycle Club—7:

- 3114—Frank A. Brown, Massillon, Ohio.
- 3116—H. B. Coleman, " " "
- 3117—A. H. Coleman, " " "
- 3118—James R. Dunn, " " "
- 3119—Ed L. Arnold, " " "
- 3121—W. K. Warwick, " " "
- 3122—Horace C. Brown, " " "

##### Champion City Bicycle Club—17:

- 3089—H. H. Goodfellow, Springfield, Ohio.
- 2119—Charles R. Shepherd, " " "
- 1937—Roscoe Bean, " " "
- 1945—F. M. Bookwalter, " " "
- 2121—Ed G. Barnett, " " "
- 1936—A. M. Crothers, " " "
- 1939—F. S. Cook, " " "
- 2017—H. S. Folger, " " "
- 2123—W. F. Gunn, " " "
- 1940—W. S. Huffman, " " "
- 1941—J. G. Jacobs, " " "
- 1944—T. J. Kirkpatrick, " " "
- 1995—E. C. Leffel, " " "
- 1947—Baldwin McGrew, " " "
- 2120—C. E. Maxwell, " " "
- 2938—D. H. Olds, " " "
- 3090—Ralph Thompson, " " "
- 2122—Frank Warder, " " "
- 2278—R. A. Worthington, " " "



**A SIX-DAYS RACE.**—Madison Square Garden, New York city, has been rented for the week ending October 13th, for a bicycle tournament of one hundred and forty-two consecutive hours. The start will be made at midnight of the 7th, and the contest will terminate at 10 P. M. 13th, as in the case of the pedestrian tourneys held in the same building. Harry Brooks represents the projectors of the affair in New York city. A greater degree of interest is now manifested by the public in the bicycle than at any time heretofore, and consequently such an event as this has more chance of success now than it would have had a few years ago. The same parties who are getting up this show announce an eighty-four-hours tournament (fourteen hours daily) to take place at the Exposition Building, Chicago, Nov. 26th to Dec. 1st.—*Sporting Life*.

The Citizens are bound to be monopolists; they are going to be incorporated.

Mr. E. S. Bettleheim, and Mr. Waldron Chamberlain are both wheelmen of some note, but not on the best of terms. Instead of resorting to the conventional "pistols and coffee" they determined to settle their differences by racing from the ball-ground entrance of Prospect Park to Coney Island, for a gold medal valued at \$20. Mr. Bettleheim won by over a quarter of a mile. No time taken. Both gentlemen, with their friends, enjoyed a spread at the Hotel Brighton.

#### BINGHAMTON RACES.

*Editor of the Wheel:* Our club has procured some club medals and purpose holding a series of practice races every two weeks, the first to come off about September 1st.

We are a League club and these races will be run according to rules of this organization, and be participated in by club members only. Our club has been rather quiet since the New York meet, though we had ten men out on a run of eighteen miles yesterday. One of our riders, however, C. H. Rogers, has been out on a three days' trip covering 250 miles in three days, the last day covering ninety miles (from Waterville to Binghamton) in ten hours. His trip was from here through Oneonta, Delhi, Cooperstown, Richfield Springs, Waterville, Oxford, Norwich, and Greene, returning home by the Chenango Valley. The club anticipate a week's trip before the Springfield Tournament, and then we can give you some items for the WHEEL.

Yours truly,

C. E. TITCHENER.

BINGHAMTON, N. Y., Aug. 23, 1883.

#### SPRINGFIELD NOTES.

Hendee's new racing machine is the acme of racers. It was built to order by Wm. Andrews, of Birmingham, the builder of the "Sanspareil," and was built to fit Hendee exactly. The machine weighs just twenty-five pounds ready for the track, and was imported by Sam'l T. Clark & Co., of Baltimore. The wheel is finished in black enamel with nickel trimmings, tangent spokes, hollow axle, handle bar, and is a marvel of workmanship.

Owing to the expense of getting a Boston caterer to Springfield, the S. B. C. have given up the banquet, as all of the local caterers will have their hands full during the tournament.

John Keen left England September 1st, and will take an active part in the Springfield races, having entered in all the professional events.

Prince, Woodside, Higham, and Morgan have entered the horse and bicycle race for twenty miles at Springfield.

#### THE BICYCLE AND TRICYCLE EXPOSITION.

The first exhibition of bicycles and tricycles and sundries will be held at the Skating Rink, Springfield, Mass., September 18, 19, 20, in connection with the grand Camp Meet and Tournament of the Springfield Bicycle Club, to which inventors, makers, agents, and dealers are cordially invited to contribute any and all articles connected with cycling, and to lend their aid by making this one of the finest exhibits of the kind.

The plans are as follows: The Springfield Bicycle Club will furnish suitable stalls for the exhibition and sale of all goods connected with cycling; each exhibitor to furnish his own salesman, and the only charge will be for rent of stall. Exhibitors from a distance, upon application to the chairman, will have a competent man appointed to take charge of the exhibit and sales, the exhibitor paying the man in charge a fair compensation for services rendered. It was the intention to hold this exhibition on the Park, but as the government would not sanction the tent as a bonded warehouse, it has become a necessity to hold the exhibition at the Rink, which is a very large and spacious hall, 187 feet long and 100 feet wide giving ample room for all exhibits.

The charge for space will be moderate, no charge or commission being made on sales. Ample police provisions will be made, and everything that tends to make a successful exhibition will be attended to.

It is hoped that all parties interested in cycling will see that it is for their interest to help make this show a second Stanley exhibition, for, with at least fifty thousand people on the Park, and upwards of fifteen hundred wheelmen, the show, if a fine one, will be a greater factor and help to cycling in all its branches; for what pleases wheelmen better than to have a chance to see all kinds of wheels and to compare them, while at the same time it is of great interest to the people at large.

#### INSTRUCTIONS TO EXHIBITORS.

1. All applications for space must be made on or before September 5, 1883.
2. Goods must be delivered at the Park not later than September 17, 1883.
3. All exhibits must be arranged ready to be seen on the morning of September 18th, when the exhibition will open.
4. Transportation, receiving, unpacking, and arrangements of exhibits will be at the expense of exhibitor.
5. Each case or package must be plainly addressed, "Bicycle and Tricycle Exhibition, Skating Rink, Springfield, Mass., U. S. A." and should have at least two labels affixed to different but not opposite sides of each case, and giving the following information:
  - (1) The name or firm of exhibitor.
  - (2) Residence of exhibitor.
  - (3) Total number of packages sent by that exhibitor.
6. Within each package should be a list of all objects it contains.
7. The removal of exhibits will not be permitted prior to the close of the exhibition, but all articles must be removed within three days thereafter.

Application has been made to the Secretary of the Treasury for permission to have the exhibition hall constituted a bonded warehouse, that foreign exhibits may be free of duty.—and the matter has received favorable consideration at Washington.

Messrs. Stoddard, Lovering & Co., 10 Milk street, Boston, The Cunningham Company, Odd Fellows' Hall, Boston, and Samuel T. Clark & Co., Baltimore, will receive machines and sundries on consignment intended for exhibition.

The following committee have been chosen who will cheerfully answer all communications:

J. S. Dean, Boston, chairman; Samuel T. Clark, Baltimore.

Exhibitors wishing space, help, etc., etc., will address J. S. Dean, 8 Pemberton square, Boston, stating amount of space required, whether for sale or exhibition only. All machines being shipped will be taken care of and stored in a safe and secure place at owner's risk.

#### MICHIGAN GOSSIP.

*Editor of the Wheel:* The bicycle race meeting, held at Ovid, Michigan, Friday, August 24th, was in every way a success, and the Ovid Club deserves much credit for the handsome manner in which it entertained visiting wheelmen, and for the splendid condition of its half-mile track.

The races opened with a mile heat race, with ten entries.

As it was impossible to start ten machines on the narrow track, it was decided to run it in trial heats, the first and second of each trial heat to start in final heat. Adams, of Battle Creek, and Baldwin, of Ovid, finished first heat in the order named. Smith, of Detroit, and Babcock, of Bay City, did the second heat in the same manner. The final heat was closely contested, and gallantly won by Smith, of Detroit, in 3 minutes 18½ seconds. (The fastest time ever made in this State.)

The next race was half-mile heats, and was especially interesting on account of the Star entries. Daniel, of Detroit, and Huber, of Detroit, were each mounted on 51-inch "Star" roadsters weighing sixty-one pounds. Marvin, of Ovid, on a 54 inch light American Club, and Marshall, of Ovid, on a 54-inch Expert, for the first trial heat.

The Star riders found it impossible to get away from the line with crank machines, and as the latter went into first turn, Huber was fully thirty feet behind, and Daniel a very bad fourth. At the next turn, Huber was hanging on to hind wheel of second man, and the three machines went into back stretch at a clipping pace, which Daniel found too hot and gave up the race. Huber passed Marshall just in time to take the pole on third turn, and did Marvin up in same style for last turn, and rode home an easy winner in 1 minute 40 seconds.

The second trial heat was won by Kudner, of Detroit, with Conover, of Coldwater, a good second; time, 1 minute 41½ seconds.

In the final heat the Star made another bad start, and was over sixty feet behind the "cranks" in going into first turn. On the back-stretch, Huber spurted past Conover, but found it impossible to fill up gap between the leading machines. Mr. Kudner won the final heat and race in 1 minute 37½ seconds.

The next race was a half-mile dash for those who never won a prize. On account of the number of entries, this race was ridden as above, the winner of the trial heats riding in the decisive heat. H. Tillotson, of Ovid, won this race in 1 minute and 40 seconds.

In the special race for Star bicycles, Messrs. Worthington, Ives, and Daniel started, finishing in the order named; time, 1 minute 44½ seconds.

In the slow race there were a dozen entries, and was ridden in trial heats. Smith, of Detroit, downed his five competitors in the first heat, and Huber, of Detroit (on Star), did likewise in second heat. Smith won final heat by about six feet; time not taken. Smith, of Detroit, also took first prize for fancy riding. The time made by the Star machines was very surprising, and we must admit that the riders of this new favorite were at a great disadvantage on account of the weight of their machines.

The riders of the ordinary bicycle must increase their speed if they expect to meet light "Star" machines.



X.

THE \* MAN.

## H. S. KIEDER.

I then said, "It seems all you have to sustain your protest is a threat, and I for one will not suffer my judgment to be controlled by a threat." Mr. Shaw and Mr. Beckwith sustained the protest.



and called the New Jersey man and all the other Star riders out. I dissented then and there; and I write you that you and all those that like fair play may know that all the judges did not concur in what I supposed at the time was an honest but an erroneous decision. I am still of the opinion that Mr. Shaw acted honestly in the matter; but when the five mile race was called, Mr. Beckwith left his position of judge and went in the race and won it. I think almost any one can determine his honesty and fairness.

Yours respectfully,

G. W. LEWIS.

MEDINA, OHIO, Aug. 28, 1883.

### THAT STAR RACE.

*Editor of the Wheel:* I see by the last issue of the WHEEL that there is a question in regard to the Medina races being carried out according to L. A. W. rules.

My indorsement of Mr. Hobart's application was given without any hesitation on my part, as I know the Medina Wheel Club to be a club of gentlemen, and feel sure they can satisfy and refute any charges brought against them.

I was unable to be at the races, although I intended to be, and delegated the authority to see that they were carried out according to L. A. W. rules to F. W. Douglass, a League member in good standing.

Having done what I could to have my part in the matter correct, I trust the explanation which is to be made by the Medina Wheelmen will be satisfactory.

Very respectfully yours,

J. H. COLLISTER,

Secretary.

CLEVELAND, O., Aug. 29, 1883.

### PEORIA POINTS.

The first race meeting of the Peoria Bicycle Club was held on Thursday afternoon, August 30th, at the Shooting Park, the track being ten laps to the mile, uncindered and rough, in consequence of which no brilliant records were made, nor was any disappointment manifested thereat. The club had secured a handsome medal, to be awarded to the winner of the chief event—mile heats, best two in three—which medal is to remain the property of the winner after being carried off by him successfully a certain number of times, as will be hereafter determined.

The judges in this race were H. R. Woodward, James Whitfield, and F. W. Koetter. Time-keepers: Charles Flynn, August W. Koch, and Charles B. King.

The entries in the race for club medal were: Charles F. Vail, Charles Hansel, and John H. Koch. The first heat was won by Vail in 3:33. Hansel coming in second in 3:33½.

After some fancy turns by Joseph Callender and Harry Rouse, a slow race was run by Will Irwin, Joseph Callender, and F. W. Koetter—Callender proving to be the most backward.

Time for the second heat of the mile race being called, Hansel, who was suffering from a lung disorder, concluded not to run, and Vail made the mile in 3:32. Some objection was raised to giving him this heat, because he made it with a flying start, contrary to League rules; but the judges decided to let it pass, and so Charles F. Vail wears the proud distinction of being the first member of the Peoria Bicycle Club to be decorated with the club medal. Vail also has the distinction of being captain of the club, and is one of the oldest and best riders in this vicinity, while his competitors have enjoyed neither the same experience or practice, nor had the benefit of any professional training; so the result was only what was expected. However, if the present champion retains that proud distinction, his

future victories will probably not be so easily won as that of to-day.

After the mile race a half-mile dash between Joseph Callender and John H. Koch resulted in victory for Koch in 1:58.

Another half-mile dash between Charles B. King and F. W. Koetter was won by the former in 2:04.

The next event of greatest interest to those bicyclically inclined hereabouts, is the mile race at our coming fair, which will be run by electric light at the Fair Grounds, on the evening of Friday, September 7th. Mile heats, best three in five. Entries are confined to amateurs and free to all, the contest being sanctioned by the L. A. W.

Prizes offered are a full nickeled wheel to first, diamond L. A. W. badge to second, and hub lamp to third.

The interest in bicycling is on the increase—new members being added to the club roll almost every week, though a number of them are not yet supplied with wheels. The Columbias were the only machine represented here for a long time, but some competition has now sprung up in the bicycling business, and three American Rudge machines have been brought here during the last few months and are giving excellent satisfaction. A Facile has just been purchased by one of the more sedate members of the club, who fears not the "guying" of the irrepressible small boy; being the first ever seen here, it attracts no little attention. The Star also made its first appearance among us, some weeks since, but unfortunately broke down within a few days after arrival, and its rider has been waiting on repairs ever since, so our curiosity in regard to its capabilities remains unsatisfied still. In order to have a chance to compare all the leading safety machines practically, one of the club members has now ordered an Xtraordinary, which is expected to arrive in a few days, and will also take its turn as a seven days' wonder here.

The club will have race meetings at frequent intervals henceforth, and are already considering ways and means of keeping up the bicycling interest during the winter months. It is barely possible that our club will also be represented at the Springfield Meet, though the number of those that would like to go is far greater than the number that have the time or means to devote to this purpose.

BLIT.



I picked up a copy of a country newspaper the other day called the "Godforsakenville Gusher," from one of the rural districts of New Jersey, and among interesting accounts of prize pumpkins, births, deaths, "please pay up subscriptions," etc., I saw the following: "Professor So-and-so, the well-known dancing teacher of this village has just returned from the East, bringing with him all the new dances, including the bicycle waltz." Why he should neglect the tricycling gallop or the convertible canter, I can't understand.

President Arthur has discovered, during his summer jaunt, a park without any law against cycling. It is known as the National Park of the Yellowstone. Some legislative crank should at once proceed to have a law enacted that every cyclist, on entering it, be forced to take apart his machine and carry it piecemeal through its sacred precincts. It's a shame to have any park in this

country thus free from vexatious and silly enactments against cycling liberty.

The ideas of the great are always stolen by their less gifted brethren. The hotel proprietors of Nautasket Beach have been reading the "Springfield Wheelman's Gazette," and in consequence have stolen a march on President Ducker, and lately produced a race between two pyrotechnic bicyclers for the amusement of Boston's cultured clam consumers. But Ducker consoles himself with the reflection that they could not produce the roar of two thousand lusty 'cyclers' throats which will greet the performance at Springfield.

The club philosopher asserts that among cyclists he has always noted that "the straw shows which way the lemonade goes."

If you are going to Springfield, read carefully "Ye President's" letter in another column, and profit by the hints he offers you about going.

I hope some of the ladies of New York will take courage from the account of "A. A. M.," your English correspondent, and follow her good example, by indulging in tricycling, even if at first they do not go to such a distance as she seems to do with ease.

After taking his first header, a rider usually becomes pensive for a while, and ruminates upon the desirability of bicycling as a pastime; but as time and the wheel both roll on, and confidence is begotten thereby, and in consequence he indulges in all the luxuries of cycling, he is liable to some day arrive at the conclusion that while he may have ceased to be pensive regarding bicycling, it has not failed to be expensive to him.

"What a 'Star'-ling exhibition of the possibilities of the 'Kangaroo' machine," is what the funny man said, when he read of Burt Pressy's walk-over in the Corey Hill climbing contest.

Quite a breeze from the vicinity of the Oranges in your last week's issue. I suppose a duel will now be in order.

Peoli, of the Ixions, captured Warren County's championship as usual, last week.

Nothing so disgusts the average cyclist as to see a nondescript object, with a ram-shackle machine, attempt at a picnic to display the pleasures and beauties of the sport before an intelligent audience of beer-drinking picnickers.

My worthy and wealthy friend, Treasurer Pool, of the Citizens', notwithstanding the enormous responsibility he must be undergoing in disbursing large sums of money, in payment for the erection of his club's palatial house, still finds time to cultivate a luxuriant and fierce mustache, with which, in addition to his winning manners and pleasing smile, he will no doubt break many fair hearts at Springfield. Look out for him, Brother Fennessey, and warn your numerous Massachusetts' maidens what a bold man he is.

They tell me over in Williamsburgh that the illustration of Brown in your insurance advertisement was meant for Smith, of the K. C. W's. But any one who has seen that gentleman's manly form lately, knows that this assertion is a base libel by envious critics made.

I had the pleasure of attending the race meeting of the Kings County Wheelmen given on September 1st, and must say, with all respect to my past experiences in the line of races, that I have never seen a more perfect and enjoyable event of the kind. As to the dinner that followed, I can only indorse the words of President Beckwith on that occasion, who remarked that it was "an innovation he hoped to see repeated."

When Corey, Pettus, and Midgley come together at Springfield, I want a front seat to witness the event.





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, SEPTEMBER 7, 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.

#### STATE DIVISIONS.

Ever since the successful meet in New York, the League has been in a state of perpetual motion. Hardly a week passes but what we have been able to chronicle some active measures taken by the League for the advancement of the interests of its members.

The roll of membership has been on the increase, and is especially noticeable in those States where "Divisions" have been organized.

That "Divisions" are beneficial, no one will now deny, although the departure from the former cumbersome mode of government was looked upon with distrust, and fears that it would result in the destruction of the League as a national body, and divide it into mere State associations. Experience—always a good teacher—has proven to the contrary, we are happy to state, and the League is stronger to-day than it ever was, owing to the concentration of work in the States, and bringing the mode of government more closely under the immediate eye of its members.

Of what use then is the National organization? we hear you ask. The existence of the National League is as essential for the prosperity of the State Divisions, as the Government of the United States is for the welfare of the States and Terri-

ories comprising it. The larger organization represents the concentrated power of numbers alone, which is in itself an important factor. It is necessary to have an executive board, to legislate for the common interests of the members of the League. We must have our laws regulating membership and racing the same throughout the whole country. The sign-boards, stencils, and hotel certificates should be the same, or they lose their distinctive significance. There occurs, from time to time, questions of National importance that could only be settled by a governing body representing such a vast extent of territory as does the composition of the present Board of officers.

We have now nine State Divisions, and all, with the exception of two, have been organized since the Meet. All these States show a marked improvement in membership, in activity of Councils, and in the interest of its members in the League. We hope to see more of them organized within a short period of time. To our mind the success of the Divisions implies success in the League. The two are closely allied, and each is essential to the welfare of the other. We trust to be able soon to give some figures indicating the progress each has made. There is a close rivalry between our Division Secretaries as to which shall have the largest membership, and we watch the lists with interest. Their exertions are commendable and redound to the credit of the League by increasing its numerical strength, that is in itself a power.

#### 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. 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 Clubs.  
" 29—Fifth Annual Meet of Philadelphia Wheelmen.  
" 29—First Annual Meet of the Pennsylvania Division L. A. W.  
OCT. 3—Race Meeting of the Brockton Bi. Clubs.  
" 6—One hundred miles road race, under auspices of Boston Bi. Club.  
" 10—Race Meeting New Haven Bi. Club.

#### WHEEL RACES.

AUG. 17TH.—Races at Maple Island, Albany, N. Y. Track, 5 1-2 laps, sandy loam, in bad condition.

One mile in heats—W. W. Cole, 1st, time, 3m. 57 1-4s. Geo. Collins, 2d, time, 4m. 46 1-2s. Second heat—W. W. Cole, 1st, time, 4m. 15 1-4s. Chas. Shaw, 2d, time, 4m. 16s.

AUG. 30TH.—Races at Wellington, Ohio. Clay track, 3 laps to a mile, in fair condition.

One mile—Asa Dolph, 1st, 3m. 43s. Geo. Collister, 2d, time, 3m. 43 1-4s. Second heat—Asa Dolph, 1st, time, 3m. 53 1-2s. Geo. Collister, 2d, time, 3m. 54s.

One mile (handicap)—Agate (scratch), 1st, time, 3m. 58 3 4s. Danks (100 yards), 2d.  
Slow race (100 yards)—Van Vecton, 1st, time, 3m. 13s. Allen, 2d.

#### KINGS COUNTY WHEELMEN'S RACE MEETING.

Over one thousand ladies and gentlemen enjoyed the exciting races given by the Kings County Wheelmen last Saturday, September 1st, and witnessed a series of brilliant performances such as have not been seen in the vicinity of New York for a long time, and which served as a fitting appetizer for the Springfield Meet, as the close contests, especially the finish of the twenty-five mile race, when the first three men were hardly a second apart, proved that the struggle for the coming championship will be bitter, and must result in a shattering of all records. As it was, the best out-door time was lowered over six minutes, and, had it not been for the accident to Mr. Pettus, it is probable that the amateur record of this country would have been beaten.

The energetic committee consisting of Geo. R. Bidwell, Chas. Schwalbach, and E. K. Austin, had worked diligently, and succeeded in creating an unusual amount of interest in the affair, and wheelmen from all sections were well represented. About 3:30 the grand stand was well filled with the youth and beauty of Williamsburgh, who had gathered to applaud the struggles of friends and brothers, and presented a brilliant scene. Mr. Wm. D. Bloodgood gave an excellent exhibition of fancy riding, and at 3:45 the first race was called. The track is composed of cinders, eight laps to the mile, and is usually in fine condition. The lack of rain had told, and, in spite of the careful attention of the veteran, Jack McMasters, the surface soon became cut up. The times are nevertheless very creditable.

The entries were quite representative, and embraced delegates from Boston, New Haven, Worcester, New York, and Brooklyn; many well known names appearing, such as Corey, the hero of Corey Hill and latterly Mount Washington; Claffin, the well-known flyer; and Midgley, who held the long distance road record last year. Besides these were W. R. Crawford, of Chicago, W. C. Herring of London, and several others, who were a puzzle to the handicapper.

Half-mile—first heat.—Edward Pettus, first, time, 1 minute 41 seconds; Oscar E. Kline, second, time, 1 minute 43 seconds. Pettus took the lead at the start, and won easily. Kline rode fast, but was handicapped by his mount.

Second heat—Frank L. Dean, first, time, 1 minute 42 seconds; W. R. Crawford, second, time, 1 minute 42 1-5 seconds; A. D. Claffin, third. Crawford took the lead, with the others close at his heels. On the third lap Dean drew up level, and the track being narrow, Claffin could not pass. The latter claimed a foul, which was not allowed. Dean then made his effort on the home stretch, and won by about a foot.

Final heat—Edward Pettus, first, time, 1 minute 35 1-5 seconds; Frank L. Dean, second, time, 1 minute 37 1-2 seconds; W. R. Crawford, third, time, 1 minute 38 seconds. Pettus took the lead again, and was never overtaken. Dean and Crawford had a hard fight for second place, the former succeeding in getting there one-half a second before the Chicago man.

One mile (handicap)—first heat.—Frank L. Dean (110 yards), first, time, 3 minutes 37 1-2 seconds; W. C. Herring (scratch), second, time, 3 minutes 47 1-2 seconds. Walked over.

Second heat—P. M. Harris (140 yards), first, time, 3 minutes 20 1-2 seconds; A. D. Claffin (scratch), second, time, 3 minutes 21 1-2 seconds. Claffin rode in excellent form, and was close to the limit man when the mile was finished.

Third heat—Oscar E. Kline (110 yards), first, time, 3 minutes 21 1-2 seconds; J. M. Austin



(100 yards), second, time, 3 minutes 27 1-5 seconds. A walk-over for both.

Final heat—Frank L. Dean, first, time, 3 minutes 11 5-8 seconds; Oscar E. Kline, second, time, 3 minutes 18 4-5 seconds; P. M. Harris, third, time, 3 minutes 23 4-5 seconds. Dean closed up the gap between Harris on the sixth lap, and, letting out a link, went to the front, followed by Kline, and won easily.

Two mile (handicap)—J. M. Austin (240 yards), first, time, 6 minutes 47 1-5 seconds; P. M. Harris, second (275 yards), time, 6 minutes 48 seconds; Will C. Palmer (200 yards), third, 6 minutes 49 seconds. This was one of the best handicaps we have seen for a long while. The men got together at a mile and a half, and it was anybody's race until the home stretch, when Austin pulled in front by a desperate effort, which used him up so much he required assistance in dismounting.

Twenty-five mile race—Thomas Midgely, first, time, 1 hour 36 minutes 14 4-5 seconds; H. D. Corey, second, time, 1 hour 36 minutes 15 seconds; Edward Pettus, third, time, 1 hour 36 minutes 55 seconds. Will C. Palmer stopped 20 miles 3 laps. This was the most exciting race of the day, and would have successfully concluded the meeting, had it not been for a misunderstanding regarding the order of finish. The competitors were as follows:

Edward Pettus, Kings County Wheelmen; H. D. Corey, Massachusetts Bicycle Club, Boston; Thomas Midgely, Aeolus Wheelmen, Worcester, Mass.; Will C. Palmer, New Haven Ramblers, New Haven, Conn.; H. J. Hall, Jr., Kings County Wheelmen; W. C. Herring, London A. C. London, England; Benj. G. Sanford, Ixion Bicycle Club, New York; Oscar E. Kline, New York, N. Y.

The men were arranged in two rows of four, and got away at the pistol fire, with the exception of Hall, who fouled the man in front of him and fell. According to the revised rules, the contestants were recalled, and successfully started, Pettus immediately taking the lead, closely followed by Corey, Midgely, and Hall, who soon fell behind, and left the track at the first mile. He was shortly followed by Herring, Sanford, and Kline, who stopped before the fourth mile was reached. The three leaders furnished abundant entertainment, as they were rarely over a second apart. Palmer lost ground steadily, and was continually lapped by the others. At ten miles the leader was three minutes behind the best record; but at fifteen miles, Midgely, who was leading, crossed the line at 56 minutes 34 1-4 seconds, which was over two minutes faster than the previous best out-door time. Everything went as lovely as a marriage-bell, until the eighteenth mile, when Palmer, in spurting, took a header, his machine bounding in front of Pettus, who was brought to the ground with a crash. The leaders quickened their pace, and gained a lap in spite of the plucky efforts of the Brooklyn man to get away. The handle bar of his machine was badly bent, and cramped his legs at every revolution. After several unsuccessful but game efforts to pull away from his rivals, he settled down to a regular pace as before. Were it not for the accident, there is not the slightest doubt but that all records above twenty miles would have been punished.

At the twenty mile point Corey's red cap showed in advance to the tune of 1h. 16m. 24s., and the pace gradually quickened until the twenty-fourth mile was reached and the riders braced themselves for the final spurt. The audience went wild, and, pushing aside the half dozen policemen, swarmed the track, and were prevented only from crowding upon the riders by the vigorous efforts of the officials. The laps were called to the contestants as they passed the scorer's stand, and on the last lap both came down the home stretch with Midgely only two

feet in advance. In the previous races the pistol had been fired just before the last lap, but one of the watches being disabled, the referee was obliged to assist in the timing, and could not attend to both duties. The pistol was fired at the end of the race, and all three of the contestants slowed up, concluding the race finished. Pettus however remembered that he had another lap to run, and started ahead. Clafin, who was coaching Corey, rushed up to him and told him to ride another lap, although the race was finished. This he did, and then claimed the race, although he was beaten on the last lap and acknowledged the race over by slowing up. Corey refused to accept the medal, and it is now in the hands of the President of the League awaiting his order. We cannot see how any different decision can be made, as Midgely was leading at the finish of the twenty-five miles. It is said that an appeal will be made from the decision; but that is, of course, under the rules, impossible. The following is the score of the leaders for each mile, the \* indicating the best out-door record:

| MIDGLEY. |     |           | COREY. |    |        | PETTUS. |    |        |
|----------|-----|-----------|--------|----|--------|---------|----|--------|
|          | h.  | m. s.     |        | h. | m. s.  |         | h. | m. s.  |
| 1        | 3   | 33        |        | 3  | 32     |         | 3  | 30     |
| 2        | 7   | 06        |        | 7  | 05     |         | 7  | 04     |
| 3        | 10  | 49        |        | 10 | 50     |         | 10 | 48     |
| 4        | 14  | 21        |        | 14 | 22 1-2 |         | 14 | 22     |
| 5        | 18  | 08        |        | 18 | 09     |         | 18 | 07     |
| 6        | 21  | 58 1-2    |        | 21 | 58     |         | 21 | 57 1-2 |
| 7        | 25  | 47        |        | 25 | 46     |         | 25 | 45     |
| 8        | 29  | 40        |        | 29 | 39     |         | 29 | 38     |
| 9        | 33  | 32        |        | 33 | 31     |         | 33 | 30     |
| 10       | 37  | 28        |        | 37 | 27     |         | 37 | 26     |
| 11       | 41  | 23        |        | 41 | 22     |         | 41 | 21     |
| 12       | 45  | 15        |        | 45 | 14     |         | 45 | 13     |
| 13       | 49  | 12        |        | 49 | 11     |         | 49 | 10     |
| 14       | 52  | 56        |        | 52 | 58     |         | 52 | 57     |
| 15       | *56 | 34 1-4    |        | 56 | 35     |         | 56 | 36     |
| 16       | *1  | 00 25     |        | 1  | 00 26  |         | 1  | 00 27  |
| 17       | *1  | 04 25     |        | 1  | 04 26  |         | 1  | 04 27  |
| 18       | *1  | 08 10     |        | 1  | 08 11  |         | 1  | 08 12  |
| 19       | *1  | 12 30     |        | 1  | 12 31  |         | 1  | 12 32  |
| 20       | *1  | 16 25     |        | 1  | 16 24  |         | 1  | 16 23  |
| 21       | *1  | 20 22     |        | 1  | 20 23  |         | 1  | 20 24  |
| 22       | *1  | 24 17     |        | 1  | 24 18  |         | 1  | 24 19  |
| 23       | *1  | 28 20     |        | 1  | 28 21  |         | 1  | 28 22  |
| 24       | *1  | 32 27     |        | 1  | 32 28  |         | 1  | 32 29  |
| 25       | *1  | 36 14 4-5 |        | 1  | 36 15  |         | 1  | 36 16  |

After the races about fifty set down to a bountiful spread, the guests of the Kings County Wheelmen. Among the number were representatives from the Citizens and Ixion Bicycle Clubs, together with the officers of the day. Captain N. M. Beckwith made a few appropriate remarks, and presented the medals for the twenty-five mile race, which were very large and beautiful. It might be said that the club is now in a very flourishing condition, and able to successfully carry out all it undertakes. Its officers are as follows: R. F. Hibson, President; Edward Pettus, Captain; F. H. Douglass, Sub-Captain; A. C. D. Loucks, Secretary; J. M. Sorzano, Jr., Treasurer; W. H. Austin, Bugler; Geo. H. Hooper, Color-bearer.

The field-officers were:

Referee and Handicapper—Fred Jenkins.

Judges—N. M. Beckwith, President L. A. W.; A. W. Guy, Edwin Oliver, Robert F. Hibson, F. A. Egan.

Scorers—William Joerger, J. H. Long, E. A. Caner, F. H. Douglass.

Timers—A. L. Esbrook, Alex. Schwalbach, W. D. Bloodgood.

Clerks of Course—Frank M. Price, D. B. Austin, H. W. Sagendorf.

Starter—W. R. Pitman.

#### NEW HAVEN RACES.

*Editor of the Wheel:* News from the "City of Elms" may prove interesting to your numerous readers, and I can testify that I have read your notes from other places with a good deal of satisfaction. So, I think, that others may feel

the same way. New Haven has about 200 riders, of which perhaps 50 are members of the League of American Wheelmen. The Cyclist Touring Club is also well represented in the city. The New Haven Tricycle Club, eight members, is the oldest tricycle club in the United States, though, at present, it is rather inactive. The rides about the city are very fine, and club runs are well attended. There are no hills about the place worth mentioning, and all visiting bicyclers go into raptures about our magnificent roads. We believe we have the finest roads in New England, outside of Boston, and all wheelmen who wish to visit the "City of Elms," and try a spin upon our level avenues will be sure of a hearty welcome and generous treatment at the hands of our local riders. The New Haven Bicycle Club hold their Fourth Annual Meet and Fall Races, Wednesday, October 10, 1883, at Hamilton Park, for prizes valued at \$700. Exhibition club drills and fancy riding will be given at the New Haven Skating Rink in the evening.

The New Haven Ramblers have just moved into their elegant and commodious new club-rooms, corner Elm and Park streets. The Yale Bicycle Club, composed entirely of students at Yale College, is in a flourishing condition, though at present most of the members are away on their summer vacations. Most of our local wheelmen are "crank" riders; but there are two or three "Stars," and the agent says there will be more before there are less. You can tell all your readers that New Haven is going to move to Springfield next month. You may occasionally hear from me again.

W. H. EEL.

NEW HAVEN, Conn., August 31, 1883.

The Citizens Club-house is going the rounds of the press and has been somewhat distorted. According to the last exchange it is provided with parlors, bath-rooms, reading-rooms, sleeping apartments, machine shops, and general accommodations for over 1,200 members.

#### Advertising Rates of The Wheel.

|                                                                               |         |
|-------------------------------------------------------------------------------|---------|
| One Inch, One Year.....                                                       | \$50.00 |
| "    Three Months.....                                                        | 13.00   |
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| "    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   |
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| Page following title, first page after reading matter and third page of cover..... | 75.00   |
| Inch on above pages.....                                                           | 5.00    |
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A liberal combination rate to advertisers taking space in THE WHEEL and *The Wheelman*. Correspondence invited.

OLIVER & JENKINS,

PUBLISHERS OF "THE WHEEL."



## BARGAINS IN WHEELS.

We are also in the bargain business. The following Wheels are all perfectly new and complete in every particular. Customers who prefer them "slightly shop worn" can no doubt make them so. Prices are, for Wheels, delivered at R.R. properly crated,

|                                  |   |   |         |
|----------------------------------|---|---|---------|
| 23 in. Acme Bicycle, rubber tire | - | - | \$10 00 |
| 32 " " " " " "                   | - | - | 14 40   |
| 36 " " " " " "                   | - | - | 20 00   |
| 42 " " " " " "                   | - | - | 28 00   |
| 44 " " " " " "                   | - | - | 36 00   |
| 46 " " " " " "                   | - | - | 40 00   |
| 48 " " " " " "                   | - | - | 44 00   |
| 50 " " " " " "                   | - | - | 47 00   |
| 24 " Petite Tricycle " " "       | - | - | 14 00   |
| 28 " " " " " "                   | - | - | 19 00   |
| 32 " " " " " "                   | - | - | 24 00   |
| Victor Rotary Tricycle           | - | - | 150 00  |

### SECOND-HAND WHEELS.

|                                                             |        |
|-------------------------------------------------------------|--------|
| 54-in. Special Columbia nickeled, Ball Bearings,            | 90 00  |
| 52-in. enameled Standard, Ball Bearings, only used one week | 102 50 |
| Victor Rotary Tricycle, used one month, perfect order       | 130 00 |

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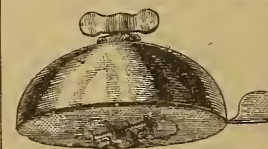
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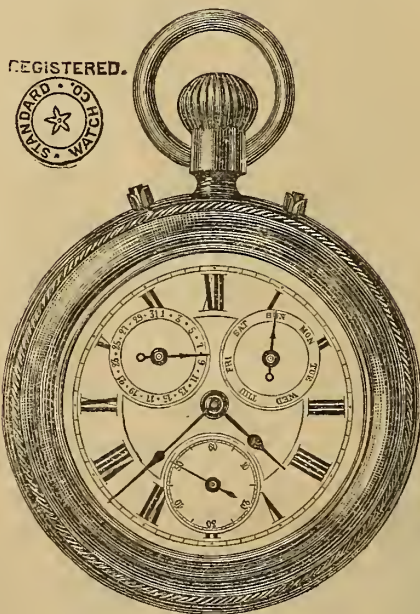




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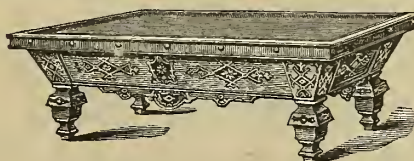
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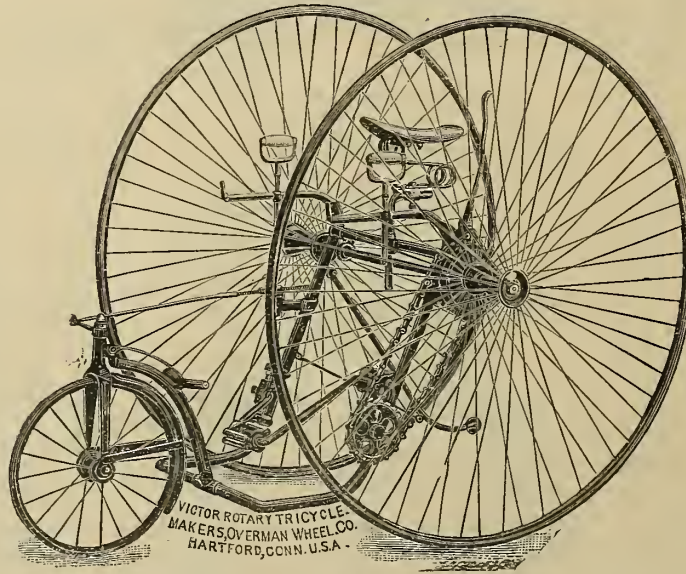
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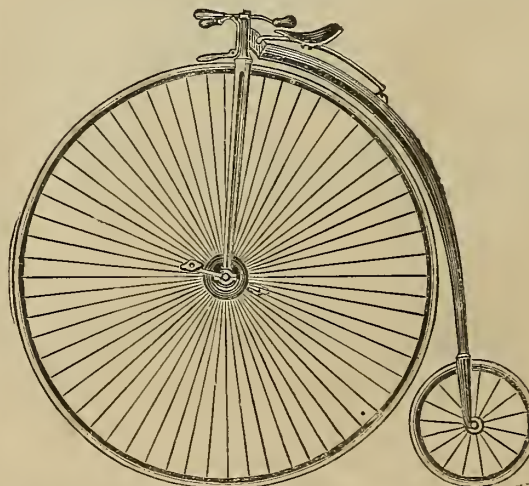
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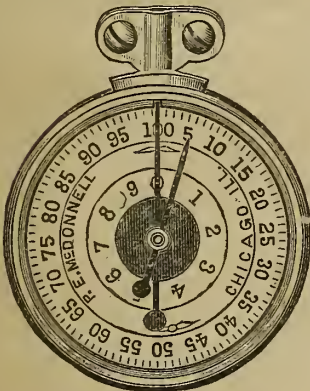
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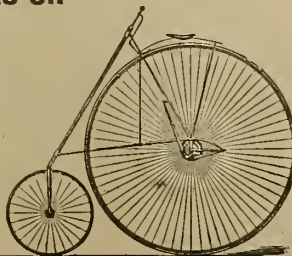
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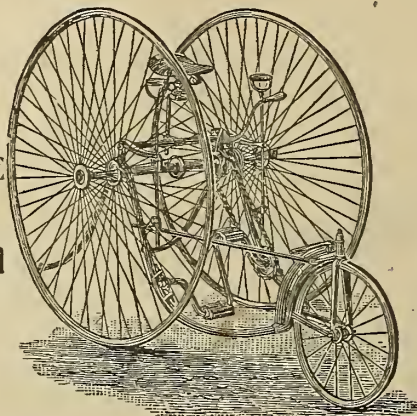


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