

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. 24.—WHOLE NUMBER 102.]

NEW YORK, SEPTEMBER 14, 1883.

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

THE BRITISHER'S LAMENT.

O brothers listen to the song
That I'm about to sing!
I tell you that you've never yet
Experienced such a thing
As I'm about to tell you of,
Though you've ridden fast and far,
For you never straddled yet my friends
A — Yankee "Star."

And what is that? I hear you say,
In genuine surprise,
Well, then, my friends, it's nothing more
Than what it's name implies;
Or rather it's a comet, for,
Ride you near or ride you far,
The big wheel follows *after*
In that — Yankee "Star."

You must know I'm not a champion
Of swearing as a rule,
And I don't believe in telling tales
Within or out of school;
But by every blazing ember
That burns from heaven afar,
If you want to break your neck, just ride
A — Yankee "Star."

It is a safety bicycle,
Beyond a living doubt,
If safety lies in stomach-pumps
And turning inside out;
And that is why the doctors all,
In loving friendship are,
Beseeching you to mount and ride
A — Yankee "Star."

Now a header's sometimes pleasant,
And often is immense,
When your handles gently hold you back
From bolting through a fence;
But the pleasure's always lacking
When a twelve-inch handle bar
Digs you squarely in the stomach
On that — Yankee "Star."

Now that's the fix that I was in
A few short nights ago,
When horn and steel both strove to get
Where softer victuals go.
Not only that—my feelings, too,
Which sweetly touchy are,
Were mortified extremely
By that — Yankee "Star."

For Mary saw me coming down
The street on that machine,
A putting on an awful spurt
To show I wasn't green;
When just as I was flying by
Old Tomkins' toy bazaar
I showed her how I managed that 'ere
— old Yankee "Star."

I've traveled on a stage coach once,
And soared in a balloon,
I'd serious thoughts of taking once
Verne's railroad to the moon:
I've squirmed upon a camel,
And an Irish jaunting car,
But devil a one of them all can beat
That — Yankee "Star."

EASTWARD, HO!

"Ye President," accompanied by Burdette, and the club "infant," is spending a few days at Hudson, preparatory to the 18th.



"Stella," in the *Kicker's Own*, takes me to task for calling the "Star" a "Kangaroo." No offence, my dear boy, was meant, simply a little pleasantry at the eccentric appearance of the riders of that very able wheel. Only one thing prevents the "Owl" riding this very machine, and that is he has no *. See?

"Brandy," the club dog of the Ixions, has disappeared. Rumors are rife of his elopement with a canine resident and belle of Fifth avenue named "Soda," which, if true, shows "Brandy" to have been fully up to the fitness of such an agreeable alliance.

The Ixions took a club run to Yonkers Saturday night, and spent the evening in being agreeably entertained by the inexhaustible humor, wit, and music of their fellow-member, Burdette. Sunday morning they ran to Tarrytown, and thence home.

For each ten new entries to the ranks of the League, one kicker is born outside thereof, and at once proceeds to, by kicking, demonstrate to these recruits the error of their ways.

Dr. S. A. Marsden, of Red Bank, who was one of the immortals at Newport at the formation of the League, has been elected an honorary member of the Ixions.

The appointed time draws nigh, and soon will the cyclist wend his way toward Springfield, to enjoy the feasts, athletic and gastronomic, that President Ducker has prepared for him.

Jack Keene telegraphed Secretary Fennessey on 4th inst.: "Will leave Wednesday for U. S. Enter me in races." Now let the professionals, champions, etc., look out for their laurels and plasters.

Has any one ever heard of an association known as the Springfield Bicycle Club?

"Estie" is working night and day to keep up with the demand to have uniforms ready by 18th inst.

"Ye President" asks me to correct a misprint in your publication of his call for Springfield. Baggage cars cost \$68.00, not \$58.00 each way.

The membership of the Citizens Club will pass the century mark before they enter their new club-house, at the present rate of recruiting. Their prosperity is merited, and a credit to themselves and to the cause.

No more coasting on the Riverside or in the Park. Too bad!

Mr. Pearson, of the Ixions, is one of the designers and engravers of the new postal note. He wanted to put his club's monogram, as an ornament, thereon, but was ruled out by some envious enemy of cycling.

I had the pleasure of seeing Secretary Fennessey on Sunday. He paid a flying visit to New York to see how our forces were preparing for the meet, and I think went home satisfied that we would show a good muster when the roll was called at Hampden, on the 18th.

Professor Miller, of the Citizens, is touring through England with Papa Weston. It would be wasting time and space to add that he is enjoying himself hugely.

Mrs. Mason, wife of the genial Elliott, of 34th street school, is the latest fair convert to the pleasures of tricycling.

Lucas, of the Mt. Vernons, started Sunday on a two weeks' tour through Pennsylvania. He will keep an accurate log of his wheel wanderings, and publish same in this paper for the benefit of its many readers.

How strangely wonderful are the ways of a handicapper! *vide* Harris and Pettus in K. C. W. races, on first, and then on Saturday.

Who has not experienced the pleasure of being ordered off of the public highway by an irate Hibernian, who based his sole ownership of same on the livery of his master, to whom he leased his valuable services as coachman at the enormous salary of \$20 per month, and what he could steal?

Did you ever notice that the rider who carries a \$5,000 accident policy in his pocket never gets injured, while his less fortunate club-mate meets with enough accidents to bankrupt any ordinary company?

I am glad to learn that Corey has concluded to accept the decision of the judges at the recent K. C. W. races, and take the second medal awarded him by them. Better luck next time, and may Springfield show the friends of this gentleman that figures will have to go much lower to keep him from winning there what he lost here.

As the "Owl" will, ere the next issue of this paper, be at Springfield, readers of this column must not expect to see aught else in it but news from that point.

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. 37. Total, 178. NEW YORK, Sept. 14, 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—13:

- 4261—E. H. Snow, W. F. Phillips & Co., Portland, Me.
- 4262—D. P. Wilkinson, 163 Rush street, Chicago, Ill.
- 4263—Clarence W. Ballard, 124 La Salle street, Chicago, Ill.
- 4264—Fred. M. Shaw, Glenwood, Box 228, Iowa.
- 4265—D. B. Gwathmey, Glenwood, Box 228, Iowa.
- 4266—Robt. L. Thompson, Muscatine, Iowa.
- 4267—Schuyler Colfax, Jr., South Bend, Ind.
- 4268—L. M. Wainwright, Noblesville, Ind.
- 4269—W. B. Manning, Kokoma, Howard County, Ind.
- 4258—J. Louis Pendleton, Searsport, Me.
- 4259—George F. Read, Box 385, Belfast, Me.
- 4270—F. B. Brock, Washington, D. C.
- 4271—T. W. Scott, 138 Seventh street, N. E. Washington, D. C.

Belleville Bi. Club—3:

- 4272—S. G. Retallack, Belleville, Ontario, Can.
- 4273—T. G. West, " " "
- 4274—Joe Morgan, " " "

Pequonock Bi. Club—add. 2:

- 4275—R. Frank Libby, Bank street, Bridgeport, Conn.
- 4276—Robt. M. Fairchild, Adams' Express Co., Bridgeport, Conn.

Washington Cycle Club—add. 2:

- 4277—H. F. Lyon, 811 H street, N. E. Washington, D. C.
- 4278—H. D. Maynadier, 914 Nineteenth street, N. W. Washington, D. C.

Nashville Bi. Club—add. 2:

- 4279—J. B. Burdett, 53 S. Market street, Nashville, Tenn.
- 4280—J. B. Hayes, 53 S. Market street, Nashville, Tenn.

Chicago Bi. Club—add. 1:

- 4281—L. A. Seeberger, 2017 Michigan avenue, Chicago, Ill.

Norwich Bi. Club—1:

- 4282—W. T. Williams, Yantie, Conn.

MASSACHUSETTS DIVISION—14.

Leominster Bi. Club—add. 4:

- 4283—Alfred M. Litch, Leominster, Mass.
- 4284—Everett E. Burdett, " "
- 4285—John F. Rice, " "
- 4286—Chas. N. B. Wheeler, 52 College House, Cambridge, Mass.

Worcester Aëolus Bi. Club—add. 1:

- 4287—Harry M. Wood, care of W. H. Hill, Worcester, Mass.

Southbridge Bi. Club—add. 1:

- 4288—Herbert E. Hitchcock, Southbridge, Mass.

Boston Ramblers—add. 1:

- 4289—W. E. Webber, Money Order Department, Boston, Mass.

Greenfield Bi. Club add. 1:

- 4290—J. W. Drown, Greenfield, Mass.

Unattached—6:

- 4291—Herbert W. Barnes, Box 502, Whitesville, Mass.
- 4292—George T. Hobbs, Uxbridge, Mass.
- 4293—Roscoe L. Chase, Pawtucket Box, Lowell, Mass.
- 4294—Wm. C. Johnson, Ocean avenue, Newburyport, Mass.
- 4295—Rev. James H. Humphrey, Edgartown, Mass.
- 4296—Harry B. Mane, 20 Allston street, W. Medford, Mass.

NEW HAMPSHIRE DIVISION—6.

Rockingham Bi. Club—add. 3:

- 4298—Walter B. Green, New Market, N. H.
- 4299—Charles A. Tuttle, " "
- 4300—George W. Pollard, South New Market, N. H.

Unattached—3:

- 4301—Chas. H. Dunbar, 187 Hanover street, Manchester, N. H.
- 4302—D. Willis Hall, Box 681, Nashua, N. H.
- 4297—Willie E. Knight, Keene, N. H.

NEW JERSEY DIVISION—11.

Unattached—1:

- 4303—Mrs. R. V. R. Schuyler, Bergen Point, N. J.

Monmouth County Wheelmen—10:

- 4304—J. B. Bergen, Red Bank, N. J.
- 4305—S. A. Lockwood, " "
- 4306—G. O. Waterman, " "
- 4307—J. T. Lovett, Little Silver, N. J.
- 4308—W. M. Van Schoick, Shrewsbury, N. J.
- 4309—W. A. French, Jr., Red Bank, N. J.
- 4310—C. S. Hill, Red Bank, N. J.
- 4311—Aug. Fink, Red Bank, N. J.
- 4312—P. C. Borden, Red Bank, N. J.
- 4313—Thos. Applegate, Red Bank, N. J.

NEW YORK DIVISION—33.

Millerton Bi. Club—2:

- 4314—Edward H. Thompson, Millerton, N. Y.
- 4315—William J. Woodruff, " "

Staten Island Wheelmen—add. 1:

- 4316—W. Y. Wemple, West New Brighton, Staten Island, N. Y.

Columbia Wheelmen—add. 1:

- 4317—C. R. Van De Carr, South Mills, Camden county, N. Y.

Albany Bi. Club—add. 3:

- 4318—Frank C. Herrick, 52 Chestnut street, Albany, N. Y.
- 4319—Howard Martin, 54 Chapel street, Albany, N. Y.
- 4320—David F. Skinner, Jr., 714 Madison avenue, Albany, N. Y.

Cortlandt Wheelmen—add. 2:

- 4321—A. D. Dunbar, Peekskill, N. Y.
- 4322—S. Norris Knapp, Peekskill, N. Y.

Rochester Bi. Club—add. 1:

- 4323—N. E. Kaufman, 44 Cameron street, Rochester, N. Y.

Cattaraugus County Cycle Club—add. 3:

- 4324—Edwin R. Dempsey, Jamestown, N. Y.
- 4325—B. A. Bartlett, Randolph, N. Y.
- 4326—Frank D. Harding, Franklin, N. Y.

Unattached—20:

- 4327—W. W. Brooks, Windsor Hotel, N. Y. City.
- 4328—W. L. Wyeth, 53 East Twenty-first street, N. Y. City.
- 4329—David H. Bates, Jr., W. U. Building, 195 Broadway, N. Y. City.
- 4330—A. B. Johnson, 4 Warren street, N. Y. City.
- 4331—J. Q. A. Johnson, " "
- 4332—James L. Hewlett, 20 Platt street, N. Y. City.
- 4333—Ed C. Wickham, P. O. Box 864, Port Jervis, N. Y.
- 4334—Louis E. Fiero, Weedsport, N. Y.
- 4335—H. D. Brown, " "
- 4336—E. Johnson, 56 Ninth street, Brooklyn, N. Y.
- 4337—Lewis F. Drake, Cohocton, N. Y.
- 4338—C. E. Shattuck, Cohocton, N. Y.
- 4339—Thomas Chalmers, 25 West Seventeenth street, N. Y. City.
- 4340—D. S. Lacey, 579 Ninth avenue, N. Y. City.
- 4341—M. F. Germond, 174 Willis avenue, N. Y. City.
- 4342—E. C. Clark, 23 Beekman street, N. Y. City.
- 4343—Miss Marie Berner, N. Y. Orphan Asylum, West Seventy-third street, N. Y. City.

- 4344—Theo. W. Roberts, H. R. S. Hospital, Poughkeepsie, N. Y.
- 4345—J. C. Taylor, care J. W. Curtis, Long Branch summer.
- 4346—Charles W. Vredenburg, Cohoes, N. Y.

OHIO DIVISION—31.

Unattached—2:

- 4347—C. F. Nagel, St. Paris, Ohio.
- 4348—Geo. F. Watson, Winton place, Hamilton Co., Ohio.
- 4349—M. H. McCollm, 38 Franklin avenue, Columbus, Ohio.
- 4350—A. L. Sprague, Marysville, Ohio.
- 4351—James Ganson, 166 W. 4th avenue, Columbus, Ohio.
- 4352—Stanley Lawson, E. Walnut Hill, Cincinnati, Ohio.
- 4353—Larz. Anderson, Grandin road, E. Walnut Hill, Cincinnati, Ohio.
- 4354—Wilbur Dizney, Mt. Vernon, Ohio.
- 4355—E. S. Dungan, Delaware, Ohio.
- 4356—W. W. Peabody, Jr., Madisonville, Ohio.
- 4357—C. E. Schaufelberger, Fostoria, Ohio.
- 4358—H. E. Mickey, " "
- 4359—A. J. Stricker, " "
- 4360—G. D. McGuire, Delaware, Ohio.
- 4361—J. E. Williams, " "
- 4362—Geo. Foos, Springfield, Ohio.
- 4363—D. H. Cowan, Canal Winchester, Franklin Co., Ohio.
- 4364—Will Galleher, Delaware, Ohio.
- 4365—Ed. G. Conklin, " "
- 4366—Walter H. Evans, Newark, Ohio.
- 4367—Philip B. Oliver, Findlay, Ohio.
- 4368—Dr. J. H. Boger, " "
- 4369—W. W. Bostwick, Coshocton, Ohio.
- 4370—Geo. A. Whitehurst, Canal Winchester, Franklin Co., Ohio.
- 4371—E. C. Cheney, Canal Winchester, Franklin Co., Ohio.
- 4372—Jos. Embrey, Richwood, Ohio.
- 4373—E. R. Cook, " "

Buckeye Bi. Club—add. 4:

- 4374—W. L. Peters, 591 N. High street, Columbus, Ohio.
- 4375—Wm. Neil, care Henry M. Neil, Columbus, Ohio.
- 4376—H. G. Cornwell, " "
- 4377—H. C. Crippen, " "

Xenia Bi. Club—1:

- 4378—A. W. Printz, Waynesville, Ohio.

Valley City Bi. Club—5:

- 4379—B. B. Amann, Sidney, Ohio.
- 4380—Webb W. Robinson, Sidney, Ohio.
- 4381—Wm. A. McCune, " "
- 4382—Edward F. Nutt, " "
- 4383—C. O. Dickas, " "

Forest City Wheel Club—7:

- 4384—Chas. A. Paine, Wilther place, Cleveland, Ohio.
- 4385—Chas. E. Farnsworth, 540 Woodland avenue, Cleveland, Ohio.
- 4386—Eugene R. Perkins, 38 Portland street, Cleveland, Ohio.
- 4387—Frank B. Meade, 24½ Longwood avenue, Cleveland, Ohio.
- 4388—Leonard B. Le Vake, 379 Euclid avenue, Cleveland, Ohio.
- 4389—Arthur C. Rogers, Standard Block, Cleveland, Ohio.
- 4390—Geo. S. Newcomb, Jr., 241 St. Clair street, Cleveland, Ohio.

Elyria Bi. Club—9:

- 4391—A. L. Garford, Elyria, Ohio.
- 4392—Fred. N. Smith, " "
- 4393—N. P. Wooster, " "
- 4394—J. C. Kupfer, " "
- 4395—R. B. Cary, " "
- 4396—F. W. Martin, " "
- 4397—John Murbach, " "
- 4398—Ed. E. Malloy, " "
- 4399—A. L. Agate, " "

PENNSYLVANIA DIVISION—37.

Unattached—5:

- 4400—John C. Bucher, Lebanon, Pa.
- 4401—Herman B. Stern, 521 Market street, Philadelphia, Pa.
- 4402—Florian Pincus, 707 N. Eighth street, Philadelphia, Pa.
- 4403—Louis J. Kolb, 1403 S. Tenth street, Philadelphia, Pa.
- 4404—Geo. S. Hart, 1542 N. 26th street, Philadelphia, Pa.

Lancaster Bi. Club—add. 2:

- 4405—Chas. F. Haberbusch, Lancaster, Pa.
- 4406—J. G. Shirk, " "

American Star Bi. Club—add. 7:

- 4407—Geo. S. Mackay, 1817 Van Pelp street, Philadelphia, Pa.

- 754—E. M. Ware, 2011 N. Twelfth street, Philadelphia, Pa.
 755—H. T. Jones, 309 Pine street, Philadelphia, Pa.
 766—H. Logan, 104 S. 20th street, Philadelphia, Pa.
 798—Henry Woodward, 1939 Park avenue, Philadelphia, Pa.
 815—J. H. Taddell, 70 Paschall avenue, West Philadelphia, Pa.
 816—W. Parke, 321 Stevens street, Camden, N. J.

Reading Bi. Club—add 4:

- 826—Geo. Miller, 238 S. Fifth street, Reading, Pa.
 827—W. R. Lacy, 56 N.
 828—J. L. Henritzy, 714½ Penn street, Reading, Pa.
 832—Sam'l E. Stegel, 532

Pennsylvania Bi. Club—add. 19:

- 843—P. R. Crawford, 1537 Stiles street, Philadelphia, Pa.
 853—H. L. Roberts, 1203 Arch street, Philadelphia, Pa.
 857—F. M. Justice, 321 N. 33d street, West Philadelphia, Pa.
 866—E. McDavis, 1630 Hamilton street, Philadelphia, Pa.
 868—W. H. O'Keefe, 3905 Aspen street, West Philadelphia, Pa.
 877—J. Landen Read, 4007 Pine street, West Philadelphia, Pa.
 879—Victor Petry, 3810 Chestnut street, West Philadelphia, Pa.
 882—D. B. Fuller, 407 N. 43d street, West Philadelphia, Pa.
 896—J. Clinton Bainbridge, 1505 Poplar street, Philadelphia, Pa.
 900—W. Wright, 3818 Chestnut street, West Philadelphia, Pa.
 917—Philip Tenbrook, 1618 N. Broad street, Philadelphia, Pa.
 919—Norman Deane, 1901 Arch street, Philadelphia, Pa.
 924—J. Cutler Fuller, 407 N. 43d street, West Philadelphia, Pa.
 933—Horace Walton, 3412 Baring street, West Philadelphia, Pa.
 941—C. Shillard Smith, 125 Market street, Philadelphia, Pa.
 944—Charles N. Weston, 3731 Locust street, West Philadelphia, Pa.
 947—R. Croasdale, 1431 Walnut street, Philadelphia, Pa.
 965—Charles Harvey, 50th street and Elm avenue, West Philadelphia, Pa.
 973—W. S. Harper, 233 S. Fourth street, Philadelphia, Pa.

THE PENNSYLVANIA MEET.

The committee in charge have determined that this meet shall be the most satisfactory one ever held in this State. They have secured special transportation rates for bicycles on nearly every railroad leading into the city, and also reduced rates from the principal hotels.

The parade will form at the Green street entrance of Fairmount Park, at 10.30 A. M. sharp, and will be commanded by Chief Consul Col. Geo. Sanderson, Jr., whose military reputation is too well known to need further explanation, and this fact, together with the exclusion of all unattached, non-League members, promises to secure a perfection of discipline never seen in this vicinity on similar occasions. Another feature of the parade will be a first-class lunch of sandwiches and lemonade, which will be served without charge, at the end of the route to all participants. This will be near the entrance of the Gentlemen's Driving Park, where the races of the Germantown and Pennsylvania Bicycle Clubs will be held in the afternoon, and will enable all those who desire to witness the races to do so without leaving the grounds for refreshments.

The following is a list of the railroads which will carry bicycles free:

Philadelphia & Reading, on all branches except the Bound Brook route to New York, on which they will make special rates to clubs only. Lehigh Valley, Lehigh & Susquehanna, Baltimore & Ohio, Philadelphia & Atlantic City.

Pennsylvania will make special rates to Clubs only on all its branches.

Club captains are requested to report the number of men they expect to have in line, to Mr. Fred. McOwen, Adjutant, 216 South Third street, Philadelphia, before the 27th inst.; and also to report to him at Green street entrance to

Fairmount Park, at 10 A. M. sharp, in order to receive their proper places in the line.

All visitors are respectfully requested to observe the following Park regulations: No coasting, path-riding, racing, or speeding allowed. Trill whistles must not be used. Each bicycle must be provided with a bell for day, and a lantern for night riding.

For any further information regarding the meet, address,

CHARLES M. MILLER,
 1126 Walnut Street,
 Philadelphia.

TO CAPTAINS OF CLUBS.

The first annual parade and review of the Pennsylvania Division, L. A. W., will be held in Philadelphia, Saturday, Sept. 29th, at 10:30 A. M. The column will form at Green street entrance to Fairmount Park, right resting on Fairmount avenue. The clubs will form facing to the front with sufficient space in the rear to allow the commander and staff to pass both down the front and up the rear. Strict injunctions are laid on club captains to see that their men stand at attention and to have their wheels carefully dressed. The column will afterwards pass in review under command of the adjutant, Mr. Fred McOwen. The reviewing point will be near the Lincoln statue, and will be marked by a guidon or club flag. The adjutant and each club captain will salute the commander by lifting the cap on passing, and, where a club has a bugler, he will sound a flourish. It is hoped all Pennsylvania Division clubs, and unattached riders, will turn out and combine to make our first annual meet a success and a pleasure. Any further orders will be communicated on the day of parade by the adjutant.

GEORGE SANDERSON,
 Chief Consul and Commander.

THE MANCHESTER TOURNAMENT.

The parade and race meeting of the N. E. Fair Association, at Manchester, Sept. 4th, was eminently successful. Over seventy wheelmen were present, representing some seventeen clubs. The track was very soft and unfit for racing. The parade, previous to the races was heartily enjoyed by the multitude.

In the two-mile race, there were four starters: Midgeley, of Worcester; Tacy, of Lawrence; McMaster, of Nashua; and Stahl, of Boston. The contest was between Midgeley and Tacy, as Stahl did not finish, and McMaster was in too fast company, and was interesting only as an exhibition of the elegant racing "form" of Midgeley. Tacy led in both heats to the last quarter, when Midgeley easily spurred to the front and won by several lengths. The winner's time was 8:17 1-4 and 8:41 3-8.

The one-mile race was contested by Wattles, of Canton; Hatch, of Northborough; and Cotton, of Lawrence, who finished in the order named—best time, 4:39, 4:26 1-4.

The half-mile race was well fought, and excited much enthusiasm. Dean, of Worcester, won in two straight heats, his time being 1:57 1-2 and 1:54 1-2. Hatch, of Northboro, coming in second. Segur, of Andover, Mass., started in this race, but withdrew after the first heat.

The "New Hampshire race" was regarded with much interest and was won by Jenness, of Rye, in 4:20 1-2, with McMaster, of Nashua, and Moses, of Portsmouth, following in the order named. Jenness made much better time than the winner of the other mile race, and with a better mount would be no mean contestant for first honors with our leading New England fliers.

The officers of the race meeting were: Referee—C. A. Hazlett, of the Rockingham Bicycle Club. Judges—W. B. Everett, Boston

Bicycle Club; E. F. Tolman, Aeolus Wheel Club; E. A. Hemenway, Tremont Bicycle Club. Time keepers—W. W. Stall, Boston Bicycle Club; F. A. Fielding, Lowell Bicycle Club; F. J. Philbrick, Rockingham Bicycle Club. Starter—J. N. Pearsons. Scorer—F. C. Baldwin. Clerk of course—C. A. Smith; the last three, of the Manchester Bicycle Club.

A CHALLENGE.

In order to decide, by a public trial, the relative merits of double fancy bicycle riders, I hereby challenge any bicyclers in America (barring none in the world) to meet and ride against myself and partner for a gold medal and the championship of America, at the Springfield Meet, on the 20th day of September. The medal to be given by the Springfield Bicycle Club, the conditions being that the contest be on the modern bicycle, and that the two ride on a single machine—not two.

Prof. W. D. WIMMOT and PARTNER,
 Champions of the World.

THE L. O. W. MEET.

All day Monday large numbers of wheelmen arrived from various portions of the State, and before evening the number had swelled to a far larger representation than had been expected by the most enthusiastic members, many of them coming in larger numbers than was anticipated. The entire morning was consumed in registering visitors and assigning them to quarters.

In the afternoon at 3 o'clock, a business meeting was held in the City Hall, at which there was an unusually large attendance. In the absence of Secretary D. E. Barnum, of Springfield, Charles J. Krag, of this city, was chosen in his place. President Livingston, after welcoming the delegates made his annual report as follows:

ADDRESS OF CHIEF CONSUL LIVINGSTON AT
 THE L. O. W. MEET.

Fellow Members of the League of Ohio Wheelmen, and Ohio Division League of American Wheelmen: I congratulate you upon the presence of so large a representation at this, our third annual meet, and the consequent indication of the growth and rapidly increasing strength of our order, while we are being continually, almost daily, surprised at the constant and rapid progress of bicycling. Yet it can hardly be believed that there are now in this State about twice the number of bicycles that we boasted just one year ago, which is no exaggeration if figured, and statistics can be believed.

It should be the constant aim of each and all of us to hoist the banner inscribed with the name of our order wherever a bicycle is ridden, and we should exert our influence to induce every wheelman to become one of us.

The past year has been fruitful of much good, not only to wheelmen of Ohio, but throughout the Union. Numerous legal decisions in our favor, in cases where our rights on the public highway were assailed, have been rendered, and I am pleased to state that in no case has an adverse decision to our rights been recorded. The power and influence of our organization was brought to bear against the bill introduced into the Legislature at Columbus, in January last, and with what result you are all aware. The wheelmen of New York have secured privileges in Central Park through the influence of the L. A. W., as one of the results of its fourth annual meet held in that city. In fact, the League is using to good effect the power its organizers intended it should have, and ere long the necessity of the bicycle, together with its unlimited and unrestricted use, will be recognized everywhere. At the last annual meeting of the L. O. W.

the President was instructed to appoint a committee to communicate with the different railroads in the State, to secure favorable rates for the transportation of machines. The National organization having appointed a committee for the same purpose, this was not deemed necessary by your President. The work accomplished by this committee and the marked advantages derived therefrom have come home to us all. An expression of our appreciation of the labors of this committee, of which Mr. B. B. Ayers, of Chicago, is the very efficient Chairman, is most befitting.

Your Executive Committee, as the Secretary's report will show, has held two meetings during the year, on March 12th and July 4th, also an informal one in February, called during the Green Bill excitement. Circulars were sent to all wheelmen in the State, arousing them to the necessity of unity of action in defeating the bill, and requesting that petitions be circulated in the respective cities and towns, among the business men, against the bill. The prompt and almost unanimous response to the appeal was most gratifying to your committee. Circulars explaining the objects and advantages of bicycling were also sent to each member of the Legislature, together with the legal decisions and opinions published by the L. A. W., which won for us many friends and supporters in that body.

It was deemed advisable to recommend to this meeting that in as much as the constitution of the L. A. W. had been amended, so that the National body shall be composed of, and fostered by, independent State divisions, the L. O. W. become the Ohio State Division. Your adoption of this recommendation is hoped for, as the result cannot be other than beneficial. The two organizations now existing in this State have identically and exactly the same objects, and the many advantages of combining our forces into one, and that one the recognized branch of the National organization, are so apparent that they need no elucidation here.

Your Executive Committee, upon the solicitation of numerous L. A. W. members throughout the State, placed in nomination the names of three members for the office of Chief Consul, and the two representatives to which this State was entitled. The nominees were almost unanimously elected.

The committee, believing that the longer an officer can be induced to remain in office the better able he became to transact the duties pertaining thereto, and also recognizing the untiring efforts in the interests of bicycling rendered by the worthy President of the L. A. W., Mr. W. H. Miller, of Columbus, decided unanimously to recommend his re-election. The subsequent meeting in New York, the re-election of Mr. Miller, and his declination, are of too recent date to need further mention. I am gratified to say, however, that Dr. Beckwith, of New York, the president elect, is an Ohio man, born and bred, and bids fair to eclipse even the efforts of his predecessor in office. It is, perhaps, well to state in this connection, and to call your attention to the disadvantage of "rotation in office." An officer who attends to his duties properly becomes thoroughly acquainted with the requirements of the office, and should be retained so long as he is willing to serve. Not being a candidate for re-election my suggestion can hardly be misunderstood. Wishing to take advantage of early and speedy organization, and knowing the impossibility of bringing together the L. A. W. members in this State, for the purpose of forming a State division at that time, the Chief Consul, on June 22d, effected a temporary organization, and appointed, as Secretary and Treasurer, the gentlemen so ably filling those respective offices in the L. O. W., Messrs. C. J. Krag and D. E. Barnum, and bespeaks the confirmation

of his appointments. In accordance with the note issued on the date named, a permanent organization of the State division will be formed at this meeting. A committee appointed for that purpose will report a constitution for your consideration.

The Chief Consuls and Representatives are at work appointing local consuls throughout the State, and through them League hotels. They ask your support and assistance. Wheelmen, in places where no consuls have been appointed, should recommend to their representative the best man for that office.

The State has been apportioned between the Representatives, Messrs. Miller and Ely, who will have general oversight in the affairs of their respective districts, the former taking the northern and the latter the southern half of the State, the dividing line running north of the following counties, viz.: Darke, Miami, Champaign, Madison, Franklin, Licking, Muskingum, Guernsey, and Belmont.

In conclusion, I desire to call your attention to the necessity of enlarging our membership, and thereby increasing the efficiency of the League. Every additional name adds to its power, and to the amount of good secured to each individual member. Every wheelman naturally reaps some of the benefits of the League, and should be ready and eager to join its ranks. The Cyclists Touring Club of England has 10,000 members, therefore the L. A. W. should have 25,000. Our State organization, now the third in size in the United States, should rank first and not take a seat back of either Massachusetts or New York. Come, fellow-wheelmen, put your shoulder to the wheel, or, more literally, your feet to the pedals, and induce all riders to join us. Push Ohio to the head and keep it there. In union there is strength, and we need strength to gain the rights and recognition which it should be every wheelman's desire to maintain.

Fraternally and sincerely,

H. S. LIVINGSTON,
President League of Ohio Wheelmen, Chief Consul
League American Wheelmen.

THE RACES.

Over fifteen hundred people witnessed the races in the afternoon. The track had been carefully prepared, but a strong wind prevented fast time; although all the races were well contested, the times are not very fast. The following is a summary:

100 yards slow—Ray Van Vectan, first, time, 4 minutes 40 seconds; W. H. Wetmore, second.

One-half mile—S. D. Kingsbury, first, time, 1 minute 43 3-5 seconds; T. T. True, second, time, 1 minute 44 seconds; J. D. Pugh, Jr., third, time, 1 minute 49 seconds.

Two mile race—W. H. Wetmore, first, time, 7 minutes 53 7-8 seconds; A. C. Bates, second, time 7 minutes 54 seconds; C. F. Nagel, third, by four feet.

Two-fifths of a mile (obstacle)—F. S. Cook, first, time, 2 minutes 53 7-8 seconds; John Barclay, second, 3 minutes 9 seconds.

Five mile Championship of Ohio—George Collister, first, time, 19 minutes 22 seconds; W. L. Pierson, second.

One mile Championship of Ohio—Asa Dolph, first, time, 3 minutes 27 seconds; W. E. Galway, second, 3 minutes 29 seconds.

Consolation race—N. L. Pierson, first, time, 3 minutes 47 1-2 seconds; C. F. Nagel, second, time, 4 minutes 3 seconds.

CLUB DRILL AND FANCY RIDING.

In the evening the wheelmen again assembled in the City Hall, where the club drills and fancy riding were executed. An audience of five hundred, most of whom were ladies, was present. The Champion City of Springfield were the first to appear, and under the command of Captain

Kirkpatrick gave an excellent exhibition. Eight men took part, all of whom were well drilled. The Cleveland Club had sixteen men in attendance, but only eight of them engaged in the drill. Their movements were almost perfect and elicited the wildest applause from the audience. Their machines were placed side by side, and at a signal from the captain the men mounted as one man and waited for the signal to start. Many of the various movements executed by military companies were reproduced in a manner calling forth the most decided demonstrations of appreciation. This club was awarded first prize for club drilling.

There was but one entry for the fancy riding, Mr. W. A. Wetmore, of Cuyahoga Falls, who is a member of the Cleveland Club. But before this performance was called Messrs. F. S. Cook and E. G. Barrett, of Springfield, volunteered to give an exhibition, as well as Messrs. George Collister and J. D. Pugh, Jr., of Cleveland. Both sets did fine work, the latter especially. It is but justice to the Springfield Club to say that one of the gentlemen has been absent from the city for three months, during which time he has not touched a wheel. The Cleveland men gave the most difficult exhibitions, embracing such movements as the men changing machines, each without touching the floor.

Mr. W. A. Wetmore responded to loud calls for fancy riding, and stepped forth to the music of the Barracks band. He gave one of the finest exhibitions ever seen in this country, riding both forwards and backwards, balanced on one wheel, mounting in all the various ways that could be suggested, and performing numerous other feats not capable of description. One that elicited the most admiration was tying a handkerchief around the axle of his wheel, and then stepping from the saddle and balancing himself on the large wheel, he removed the handkerchief and remounted. After this a unicycle, or one wheeled machine, resembling in all respects a bicycle without the backbone and small wheel, was brought in and propelled around the room several times with the greatest ease. Of course Mr. Wetmore received the first prize.

The prizes as won during the afternoon and evening were then presented by Captain Whiting, of Cincinnati. The Cleveland club took the prize as being the best drilled men, and Cincinnati received the bugle for having the largest number of men in attendance.

THE BANQUET.

The banquet after the fancy drill was one of the most gorgeous affairs in the way of an enjoyable lay-out which have been known in Columbus. The committee who had it in charge had evidently made careful preparation in all details, and the members and invited guests present were royally entertained. The west end of the large hall in the third story of the Osborne building, under the quarters of the Columbus battalion of the Fourteenth regiment, was set apart for the banqueters, and they sat down at two long tables, with a connecting at the head of the hall. There were more than one hundred present. The menu, prepared by Ziegfeld, was very elaborate, and the waiters so numerous that everybody was promptly served. Eating and drinking continued for more than two hours.

Mayor Walcutt delivered a little address of welcome before the banquet began. He thanked the League in behalf of the citizens for their presence and congratulated them upon their magnificent personal appearance and graceful riding. He hoped they had enjoyed themselves and would continue to do so until their departure.

The boys had come to enjoy themselves, and they did so to their full extraordinary capacity. The conversation during the banquet was interspersed with music by a fine bugle quartet in the

Cincinnati club, singing, etc. At the proper time Mr. H. S. Livingston, of Cincinnati, President of the League, called the banqueters to order; and after a small speech, in which he thanked the Buckeye Club and the citizens for their entertainment, he announced the toast master of the evening, Captain Kirkpatrick, of Springfield. This gentleman proved exactly the man for the place. He made the most happy introductions imaginable mingling wit with wisdom in his remarks, which were always graceful. Under his skillful direction the toasts were announced and responded to as follows :

"The wheel, giving useful and healthful exercise and enjoyment ; may we long live to enjoy its benefits " Response by Dr. Baldwin.

"The League of American Wheelmen, our parent; may she grow both in influence and numbers, until she shall encircle every by-path in our country; and when she does, may Ohio Division stand up at the head." Response by Captain Sholes, of Cleveland.

Music by the Bugle quartet and a quartet of singers, also in the Cincinnati Club.

"The City of Columbus, dear to all our hearts as the birth-place and the home, for the first three years of her existence, of the League of the Ohio Wheelmen." Response by Captain Felton.

"The Ladies—May they soon come to consider the 'trike' as we do the 'bike,' and when they do we will meet them with open arms." Response by Joe Kitchell of Cincinnati.

"The Press—The defender of right, the denunciator of wrong, with its great heart going out on its mission; may its white wings going out in the land bear good will to all the people." Response by Captain Porter.

The Cleveland members were then compelled to go to catch their train, and took their departure with a very formal and forcible salute to the Columbus, Cincinnati, and Springfield Clubs, and a good-night. The impromptu spirit then was set going and kept up for some time longer.

THE MINNESOTA MEET.

The banquet given by the Minnesota wheelmen at the Lyndale hotel, Minneapolis, August 31st, was attended by about seventy-five persons, and was an event of great enthusiasm and good cheer. The bicyclers formed their column opposite the *Pioneer Press* office, and proceeded down Washington and Third avenues, preceded by three mounted policemen. Notwithstanding their circuitous route they reached the hotel at the same moment with the motor, which started at the same time. After the elaborate and elegant banquet had been partaken of, Dr Patten, of Minneapolis, who presided at the table, arose, and, in a neat speech, welcomed the visiting wheelmen to the banquet. He then proposed the health of the absent wheelmen and the President of the United States. The toast was drank with great enthusiasm, as was the second toast proposed to the visiting wheelmen. Communications were read from W. H. Miller, Vice-President of the League of American Wheelmen; from Mayor O'Brien, of St. Paul; from Gov. Hubbard, from the Milwaukee and Rochester Clubs, and many others. Speeches were made by Dr. Pringle, of the Northfield Club, Prof. Carpenter, of the Minneapolis Club, and Fred. G. Bryant, captain of the St. Paul Club. Capt. Richardson gave a graphic description of his two months' trip through Canada and New England this summer. He spoke of his cordial reception by the people of the country and by the clubs of wheelmen. Prof. Rollinson, an Eastern bicyclist, was then introduced. After some complimentary words to the wheelmen of Minnesota, he strongly advised them to join the National League. Capt. H. B. Hall, of the Faribault Club, made some judicious remarks. The speech of Hugh

Furthermore, the new president of the St. Paul Club, was full of wit and the crack effort of the evening. John S. Prince and H. W. Higham entered the banqueting hall at this moment, and both made graceful responsive speeches. After the banquet, the wheelmen had a business meeting, at which they discussed the feasibility of joining the League of American Wheelmen.

After some discussion a Minnesota State Division was organized, with Capt. Richardson of Minneapolis, president, Mr. Blodget of Faribault, vice-president, Capt. Fred. S. Bryant of St. Paul, secretary, and Capt. Young of Northfield, treasurer. The captain and secretary of each club was constituted a committee to confer with others in regard to Minnesota Meets the coming year. It was decided that the various clubs of the State should join the American League of Wheelmen.--*Press.*

A PROTEST SUSTAINED.

Mr. Fred. Jenkins, Cor. Sec. L. A. W.: I herewith present the papers and the report of the Membership Committee on protested application to membership of Charles E. Metz, of Utica, New York

Said Metz is in due form charged with having raced with Miss Von Blumen, at Utica, New York, thereby violating clause G of present by-laws. Also, on August 10, 1881, on Fair Grounds, between Albany and Troy, after Fred S. Rollinsor had completed a mile in less than 3:40, he made an attempt to beat the time,

The committee find the facts, as above stated in first part of protest, to be true, as alleged.

The Membership Committee, therefore, have unanimously voted that Charles E. Metz, of Utica, New York, be declared a professional by the League of American Wheelmen, and the protest against his admission be sustained upon the ground of infringing of clause G, rule 25, L. A. W. by the acts as herein set forth.

Respectfully yours,

CHAS .K. ALLEY,

Chairman Membership Committee.
BUFFALO, Sept. 6, 1883

WILLIAMSBURGH A. C.

A threatening afternoon, but nevertheless a large audience assembled at the benefit of Jack McMasters, trainer of the W. A. C., held at the grounds of the club, corner of Wythe avenue and Penn street. The track has been in better condition, and as the bicycle race came off at the extreme end of the programme, it did not improve the cinders for bicycle racing. The wind was quite strong, gusty, and variable, making worse traveling for the propellers of the lusty steed of steel than for other vocations, like running and walking.

Two mile bicycle race, (handicap)—Edward Pettus, K. C. W. (scratch), first, time, 1 mile, 3 min. 44 sec; 2 miles, 7 min. 40 sec.; P. M. Harris, Ixion B. C. (50 yards), second; E. K. Austin (150 yards); F. J. Smith, K. C. W. (120 yards).

The handicapper was rather liberal with the scratch man, who won the easiest race we have seen for a long while ; indeed hardly half a mile was covered when the scratch man appeared in the van, and the race, if such it can be called, was ridiculous.

Harris had considerable trouble in taking second, as Austin seemed determined to outlast him.

One of the competitors in the race amused the audience by passing another by a spurt, then turning and laughing in his face. A few minutes after he was passed by the man he had held in derision, and left badly. In his next race he will probably profit by his experience, and remember the old proverb, "He that laughs last laughs best."

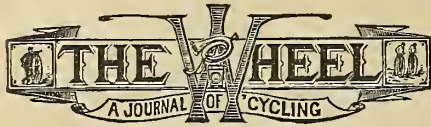
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The Official Organ of the League of
American Wheelmen
AND THE
Cyclist Touring Club in America.

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, }

SUBSCRIPTION PRICE, - - - \$1.50 A YEAR
EUROPEAN SUBSCRIPTIONS, - - 8 SHILLINGS

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

NEW YORK, SEPTEMBER 14, 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.

TO THE BOARD OF OFFICERS, L. A. W.

Gentlemen: The Fall Meeting of the Board of Officers, L. A. W., will be held at the Hotel Warwick, Springfield, Mass., September 20th, 1883, at 9 A. M. A full attendance is desired, as the time is somewhat limited and the business important.

The chief business will be the election of Representatives in those States whose numerical strength entitles them to such, under the revised constitution, and such other business as may come up for action.

If you cannot be present, I shall be pleased to bring any suggestion before the Board that you may see fit.

Yours fraternally,

FRED. JENKINS,

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

Address HOTEL WARWICK, Springfield,
Mass., until Sept. 20th.

NEW YORK, September 12, 1883.

TO THE RAILROAD COMMITTEE.

Gentlemen: After mature deliberation, and due consultation with the chairman and members of the Railroad Committee, L. A. W., it is thought expedient to revise the Committee, turning over the same to the State Divisions.

The general work of the Committee is now

over. The unfinished matters of importance to be looked after are in the States. This work requires such an intimate knowledge of the States themselves, that the work can better be carried on by the Divisions. I have deemed it expedient to appoint committees to represent the various States and Divisions most closely allied with the railroad interest, hoping thereby to bring the work upon those more directly interested, and relieving to some extent the committee which has been so long and arduously in service. The chairman of the old committee, Mr. B. B. Ayers, has kindly consented to assume the general chairmanship or management of the various committees. His long service with the old committee and intimate knowledge of railroad matters eminently qualify him for the position.

In some States the entire committee has been nominated, and I take pleasure in appointing them as sent in. Other States are yet to be heard from. The list completed will be published in the official organ, later on.

The appointing of associate members of State Committees, except where such action has already been taken, can be done at the discretion of the various chairmen.

The following are the appointments already made:

Massachusetts—Regular committees now appointed.

New York—Frank A. Eagan, Chairman; Dr. A. G. Coleman, Fred. A. Coleman.

Pennsylvania—Committee not completed.

Ohio—F. T. Sholes, Chairman; H. W. Forwood, J. W. Pero, W. H. Miller, A. A. Bennett.

Michigan—C. D. Standish, Detroit, Chairman, and whomever he may appoint to assist.

Illinois—B. B. Ayers, Chicago, Chairman, and whomever he may select.

Wisconsin—W. A. Friese, Milwaukee, Chairman, and whomever he may select.

Missouri—Richard Garvey, St. Louis, Chairman, and whomever he may select.

Maryland—A. Trego, Baltimore, Chairman, and whom he may choose.

The chairmen of the various State Committees may report to Mr. B. B. Ayers, 114 So. Hoyne avenue, Chicago, for instructions, when necessary.

I hope to see activity displayed by the various State Committees, who will be held accountable hereafter to their Divisions, for the proficiency of their efforts.

Very truly,

N. MALON BECKWITH,

Pres. L. A. W.

THE COMING EVENT.

WHICH IS CASTING A PRETTY BROAD SHADOW
BEFORE.

The days preceding the Bicycle Tournament are fast drawing to a close, and this week will probably bring a large number of the wheelmen who are entered in the various contests, to the city, aside from many others who will appear merely as spectators of the great event. Wilmot and his partner, the well known fancy bicycle riders of Boston, have just issued a challenge to ride

any two riders of the world for the championship of the world on any day of the tournament next week. Word has just been received from Fred Lees, the English bicyclist, that he wishes to be entered in the twenty mile race for the championship of the world. He sailed on the City of Rome, Saturday. Lees is the bicyclist who recently accomplished the feat of covering twenty miles and a half in an hour, an account of which has already appeared in *The Union*. A cablegram was received this morning, by President Ducker, from De Civry, the French champion, stating that he has missed passage on the City of Rome which sailed Saturday from Liverpool, and that it was extremely doubtful if he could take passage to reach here in time for the tournament. The international feature of the tournament is urged by the managers as being very prominent, and in glancing over the entries one readily sees that it is. In the race for the championship of the world, we find such men entered as J. S. Prince, champion of the United States; W. M. Woodside, champion of Ireland; John Keen, champion of England; H. W. Higham, long distance champion; F. De Civry, champion of France; W. J. Morgan, champion of Canada. Furthermore, it will be the first time that these men have ever met on any track. Woodside and Morgan are now training at the exposition building at Chicago, and Keen sailed for this country last week, Wednesday. Col. Beals will arrive from Boston in a few days and begin the work of decorating. The tent canvas on the Park is expected to cover about twelve acres, and will extend from the south end gate completely around the mile track. The fireworks on the second evening promises to be the greatest that the city has ever seen, comprising all that were given on Boston Common July 4th, and half as many more. The number of inquiries coming in at the present time is enormous. The club's mail, this morning, comprised nearly 200 letters. The English bicycle papers are speaking very favorably of the tournament, the last publication of the *Athlete* devoting two columns editorially to it. The American entries closed Monday, and embrace a wonderfully fine field, while the foreign entries closed yesterday.

ENGLISH RECORDS CRACKED.

We take from *The Sporting Life* the following particulars of an extraordinary performance by the English bicyclist, Fred. Lees, who, on the occasion of his benefit at the Belgrave road grounds, Leicester, Aug. 28, attempted to ride twenty miles in an hour: At seven o'clock Lees made his appearance on the track, which was in splendid going order, Weston, of Northampton, and Hawker, of Leicester, being told off to alternately make the running. Going off at a rattling pace, Lees covered the first of the eighty laps in 42½s., and the half-mile (two laps) in 1m. 23s., and, although slightly easing in the third circuit, the rider finished the first mile with nine seconds to spare. Going more easily, the second mile occupied 3m. 2s., but, "picking up" in the following few laps, the Sheffielder maintained express speed, so that at five miles Lees had eighteen seconds in hand, the time for this distance being 14m. 52s. After easing for half a mile, Lees kept up a good pace, and with the exception of the sixth and ninth miles the four laps were recorded under the 3m. Entering the ninth mile, Lees responded to a signal "togo," and, putting all in, he completed the half distance in 29m. 22s., the tenth mile having occupied 2m. 48s. Encouraged by his already good performance, Lees took matters in his own hands, and cut out his work at a brilliant pace, beating the 3m. for the succeeding four miles. Entering the fourteenth mile, Howell (who is training on the ground) appeared on the track to lend a helping hand, and was greeted with loud

cheering. Taking advantage of the favorable opportunity, and mounted on a new 56½ inch racer, the ex-champion set himself the task of attempting to lower the record for one mile. Although slow in moving off the mark, Howell was quickly under way, and, riding the fourlaps at an extraordinary speed, he recorded the mile in 2m. 41 3-5s. After taking a breather, Howell waited for Lees, whom he afterward took along at a tremendous pace. Lees placed fifteen miles to his credit in 44m. 12s., at which time he was riding almost as fresh as when he started. The sixteenth and seventeenth miles were both recorded well inside the 3m., but a final spin on the part of Howell pulled the opponent of time through the eighteenth mile in 2m. 50s. Directly afterward Howell left the track, but Lees, going ahead at a brilliant pace, rubbed off the twenty miles in 58m. 34s., the last mile having occupied 2m. 47s. Amid loud cheering the plucky Sheffielder kept up the pace until the pistol cracked at the termination of the hour, at which time Lees had completed twenty and a half miles and twenty-five yards. Lees rode his 54 in. Humber. The following table shows the time as registered by the appointed timekeeper (J. S. Cooke):

1 mile.....2m. 51s.	11 miles.....32m. 19s.
2.....5 53	12.....35 17
3.....8 47	13.....38 14
4.....11 49	14.....41 16
5.....14 42	15.....44 12
6.....17 45	16.....47 10
7.....20 38	17.....50 6
8.....23 32	18.....52 56
9.....26 34	19.....55 47
10.....29 22	20.....58 34

[Before placing these performances on record, we shall require confirmatory evidence of the correctness of the times registered; also as to the measurement of the track, which, being a circular one, must be measured a foot from the inner edge all the way round.—ED. S. L.]

WHEEL RACES.

The Genesee Bicycle Club, of Rochester, N. Y., held a club-tournament on the old fair grounds, August 30th, which was largely attended. The winners of prizes were as follows:

Free-for-all race—one mile—J. M. Harper, in 3 minutes 25 1-4 seconds.

Scrub-race—C. J. Connelly.

Half-mile dash—for boys under 14 years of age—M. Stein, in 2 minutes 22 seconds.

Three mile club championship race—J. M. Harper, first, in 11 minutes 5 seconds; M. F. Shafer, second, 11 minutes 6 seconds. The prize for this race was a fine club medal, valued at \$25.

Half-mile race, by two men on one wheel—W. Curtis, and G. N. Perkins, Rochester Club, in 1 minute 42 1-2 seconds.

Half-mile race, without hands—J. M. Harper, in 1 minute 47 seconds.

Fancy riding—Wm. Turpin.

The relay race, one mile, between the Genesee and Rochester Clubs, was won by the former.

Ten mile race—J. M. Harper, first, in 39 minutes 37 3-4 seconds; E. B. Freatman, second.

A banquet was given in the evening, at the New Osborn House, when the prizes won during the afternoon were awarded.—*Clipper*.

OUR BOSTON LETTER.

Corey has stirred up quite a furore, in our local circles, about his defeat by Midgley, at the K. C. W. races, and has secured quite a following for his side of the question. I talked with a number of Worcester men yesterday, and they are jubilant over Midgley's success, and will back him at Springfield, without limit. Clafin is hard at work training on a tricycle for the Springfield race meeting. Corey is ditto, on

a bicycle. I am inclined to think, by the way in which our daily papers speak of these two racing cracks in every edition, that the cracks have found the soft spots in some of our city reporters.

We have ex-President Miller with us again; but this time he brings a welcome addition in his wife and children. Everybody was anxious to see the "kid," as our Western friends call him, and, in seeing him, were not disappointed in the ideas they might have formed of him through our worthy ex-president's glowing descriptions of "my boy." "Kid" is as smart as a steel trap, and cuts around on his 32-incher, in the wake of his father's 36, like a veteran wheelman. Other men from the West are dropping into our club rooms steadily, and all with the same object in view—Springfield. The regular remark that bicyclists made to each other used to be, "Nice weather for riding;" but all that has changed now, and the salutation is, "Going to Springfield?" etc., etc., until one gets tired of the very name. I am going to Springfield, and I think, during the week, I have told something like two hundred men that I shall. Shreve, Crump & Low have on exhibition, alongside of the Pope cup, the bugle to be given the largest club attending at Springfield. It is a beauty; heavy gold plate, handsomely engraved, and a wreath of jewels in the bell, and superb in tone, I can assure you, for I heard the "assembly" pour out of its golden bell in a way that made me think of the impromptu contest on the hillside at Mount Tom.

PERCY.

WHEEL GOSSIP.

We broke the record this week.

One hundred and seventy-eight applications in a week is a thing hitherto unheard of in the history of the League.

If every member of the League will secure a recruit, we will have five thousand names on the books at the end of this year.

All aboard for Springfield.

The New York train leaves at 8 a. m., from Grand Central Depot, Tuesday, September 18, Be on hand.

Those who do not care to take blankets with them can purchase the same on the grounds at \$2 a pair.

Take your overcoat with you, as the nights will be cool, and you will need it.

W. M. Woodside, Morgan, Prince, and Higham will compose the team in the horse vs. bicycle race, for twenty miles.

Wheelmen will have a special ticket to be worn at the races.

The Editor will make the Hotel Warwick his headquarters, and will be pleased to see his friends and receive any applications for membership in the League.

There will be a mile race, sanctioned by the L. A. W., at Wellsboro, Pa., under the management of the Farmers' Agricultural Society, of Tioga County.

A saddle-bag, containing numerous wrenches, pedal pins, etc., was found on the grounds after the races of the Kings County Wheelmen. The owner can have the same by proving title, and addressing E. K. Austin, Box 2414 New York.

The Maryland races have been postponed on account of the failure of the contractors to have the track put in order.

Mr. Alfred E. Howell was nominated by the Nashville Club as Chief Consul for Tennessee, there being no such officer in that State. He has been appointed by the President.

Mr. Frank Douglas, of the K. C. W.'s, is very low with the typhoid fever.

There will be a 72-hour bicycle race at the Madison street Garden in Chicago, commencing October 15th. The hours of riding will be from 12 to 12. The track, though small (eleven laps), is said to be very good. Fifty per cent. of the gross receipts go to the competitors.

There are two letters for Mr. Higham at this office.

Messrs. Alex. Schwalbach, J. Henry Lephart, F. J. Smith (Deacon), and Ephraim Johnson have recently organized an inter-K. C. W. club, called the Knickerbocker Wheelmen—membership limited to four. Headquarters, 158 Bedford avenue. The uniform will consist of brown serge, black braid trimmings, black jerseys, and stockings, and a brown peak cap. The motto is, "Servabo fidem." The duty of the officers of this organization, as laid down in the constitution, is to get full of enthusiasm. They called at this office last Monday.

THE WAVERLY RACES.

The State Fair will be held at Waverly, September 17, 18, 19, 20 and 21, and bicycle races will form a feature on Thursday, September 21st, as in the past. Following closely on the Springfield meet, it will give some men an opportunity to stop on the way home, and win a few extra medals. The management have built a six-lap track, which will be put in good condition. The races are as follows: One-half, one and two mile races, and a half-mile for novices. The prizes are gold and silver medals and a bicycle suit, and for the novices, a McDonnell cyclometer.

The prizes are contributed by the H. B. Smith Machine Co., and Messrs. Zacharias and Smith.

The entrance fee is one dollar, and fifty cents for novices. Entries close September 19th and should be sent to Zacharias & Smith, Oraton Hall, Newark, N. J.

The races will be called at three o'clock.

Waverly is situated on the Pennsylvania road, between Newark and Elizabeth. All trains stop going both ways.

NEW HAMPSHIRE DIVISION.

Editor of the Wheel: At the annual meeting of the N. H. Div. L. A. W., held at Manchester, Sept. 4th, 1883, E. A. McQueston, of Manchester, was re-elected Secretary, and C. H. Sanders, of Fisherville, Treasurer. The report of the Chief Consul showed the present membership of the Division to be 97, there being 67 applications for membership since July 1st.

Below I hand you the reports of the Secretary and Treasurer:

SECRETARY'S REPORT

Whole number of applications received 67.	
Thirty-nine at 50c.....	\$19 50
Twenty-eight at \$1.....	28 00

Total receipts.....	\$47 50
Amount paid Treasurer.....	37 50

Cash in hands of Secretary.....	\$10 00
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TREASURER'S REPORT.

Cash received for 18 renewals.....	\$18 00
" " from Secretary.....	37 50

Total receipts.....	\$55 50
Paid Treasurer Gilman.....	\$27 25
" Stationery.....	6 00
" Postage.....	30

33 55

Cash in hands of Treasurer.....	\$21 95
---------------------------------	---------

Fraternally yours,

E. A. McQUESTON,
Secretary.

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,

8 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

T. B. RAYL & CO.,

DETROIT, MICH.

FOR SALE AND EXCHANGE.

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

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

FOR SALE A 56-inch full nickel Howe light roadster Bicycle. ball bearings to both wheels, adjustable step and spring clip; has not been ridden 30 miles; will sell for \$120, cost \$162. Too large for present owner. Address A. N. SHAFFER, 24 S. Hamilton St., Poughkeepsie, N. Y.

FOR SALE One 44-inch Cheyelsmore Tricycle, new last season; been run about 100 miles, and perfect in every respect. Cost, new, \$157.50—will sell the same for \$100. M. D. GILLET, Springfield, Mass.

FOR SALE A 58-inch H. F. Harvard, run this season. Perch and forks enameled, spokes painted. 30-inch dropped bars. Duryea S. and S. giving it a 56-inch reach. Weight, 50 lbs. In perfect riding order. Cost, new, \$35. Will take \$100. Also a 58-inch McDonnell Cyclometer, used 200 miles. Price, \$3.50. Am pressed for money. Must sell. Address CHAS. E. DURYEA, 212 N. 12th St., St. Louis, Mo.

FOR SALE 50-inch Expert Columbia Bicycle; used three months; good as new; must get larger wheel. Price \$100. S. E. POOL, Irwin Station, Pa.

To the Trade.



JOHN D. BETHEL, 124 Chambers Street, New York, manufacturer of Canvas and Leather goods,

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

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.

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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.

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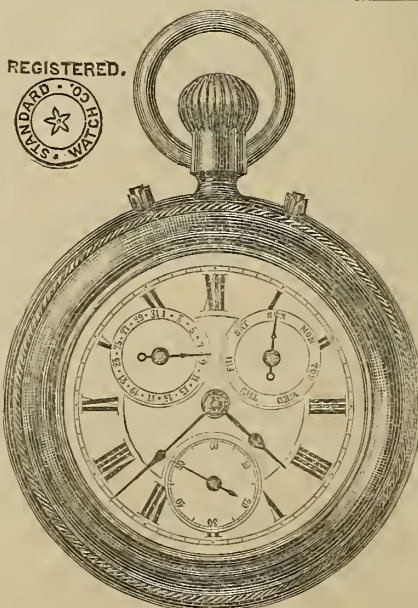
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OR ORDERS MAY BE SENT TO
Benj. G. Sanford, Div. Sec'y L. A. W., Continental Bank, New York.

PRICE \$2.00 EACH.

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



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Fine Shoes a Specialty. Special Reduction to Bicyclers.

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

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

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

Messrs. THEO. GOETZE & Co.,
Gentlemen—We find your Stockings to be all that they are described. OLIVER & JENKINS.



PAVIL SECURED

PERFECTION BICYCLE ALARM.

WILL FIT ANY BICYCLE
Is fastened in front on the brake upright.

Automatic and Instantaneous in Action.

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

EVER READY, LOUD, AND CLEAR.

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

Full descriptive circular furnished on application.

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THE SERRELL ALARM CO.

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Our Latest Novelty!

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

Ask your Jeweler for this and other Standard Watches.

MAX FREUND & CO.,

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THE JOINT RACE MEETING
—OF THE—
GERMANTOWN AND PENNSYLVANIA BICYCLE CLUBS
WILL BE HELD AT THE
GENTLEMEN'S DRIVING PARK, PHILADELPHIA,
SATURDAY, SEPTEMBER 29, 1883,
AND WILL COMPRISE THE FOLLOWING EVENTS:
THREE MILE L. A. W. CHAMPIONSHIP OF AMERICA.
ONE and FIVE MILE PENNSYLVANIA STATE CHAMPIONSHIPS.

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

Half Mile Juniors' Race—Boys under 16 years. One Mile Novices' Race—Open to any never having won a first prize. Two Mile Handicap—300 yards limit. Slow Race—One Hundred and Fifty Yards Handicap, 15 yards limit. One Mile Tricycle Handicap. Fancy Riding. One Mile Pennsylvania Club Race, open to Pa. Club men only. One Mile Consolation Race—1st prize, Calendar Watch, from THE WHEEL; 2d prize, L. W. Pin, from C. H. Lamson.

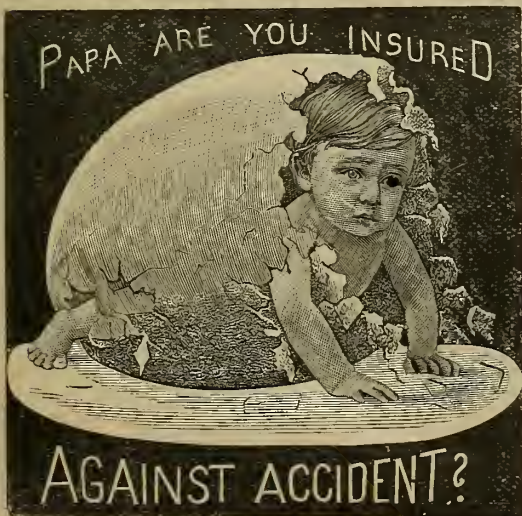
Entrance Fees, \$1.00 to Championships. 50 Cents to other events.

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

Entries close September 25, 8 P.M. Handsome Gold and Silver Medals to 1st and 2d in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

In the morning of the same day will be held the First Annual Meet of the Pennsylvania Division L. A. W. and Fifth Annual Meet of Philadelphia Wheelmen.

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



ARE YOU INSURED AGAINST ACCIDENT?

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

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

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

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

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

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THE PERFECTION BICYCLE ALARM

AND OUR STOCK OF

SECOND-HAND BICYCLES.

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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

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BICYCLE RACES,

TRICYCLE RACES,

CAMP ILLUMINATION,

DISPLAY OF FIREWORKS.

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Prizes amounting to \$4,500.

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

Wheelmen everywhere please send
your name to the S. Bi. Club and re-
ceive the *Springfield Wheelmen's Gazette*
FREE for six months. Gives full par-
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SUMMER VACATION.

Plan your summer vacation so you
can enjoy the greatest bicycle event of
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SPRINGFIELD BICYCLE CLUB,

HENRY E. DUCKER,
President.

A. L. FENNESSY,
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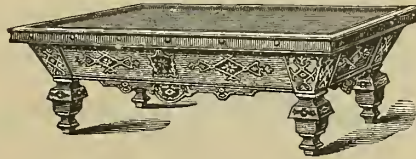
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The only quick cushion that is also accurate. War-
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All those who from indiscre-
tions, excesses or other causes
are weak, unnerved, low spir-
ited, physically drained, and
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ties** properly, can be certain-
ly and permanently cured,
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Endorsed by doctors, minis-
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bility, Physical Decay, &c.**,
is wholly superseded by
THE MARSTON BOLUS."
Even **hopeless** cases as-
sured of certain restoration
to full and **perfect man-
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Contains Illustrated Details of all the Novelties of the
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Price, postpaid, 65 cents.

A liberal discount to the trade. Sole agents in the
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Advertisements inserted in this department up to
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Missouri Wheel Company, successor to Garvey, agency
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class English Bicycles and Tricycles. A full assortment
of wheel sundries in stock. Everything at, or below,
New York and Boston figures. Repairing with prompt-
ness. Send for circular. Exclusive agency for the United
States of Duny's Combined Saddle and Spring, the
"best in the world," Twelfth and Olive Streets.

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Hotel, 736 and 737 Washington Street, Boston,
Mass. Hathaway & Dizer, Proprietors. Samuel Butter-
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LYRA BICYCLICA.—FORTY POETS ON THE
Wheel, by J. G. DALTON. Very amusing raid on
the sentimental poets, and the most peculiar and auda-
cious humorous verse of the century, by the oldest of the
early wheelmen in America. Cloth, 110 pp. Sent post-
paid for 40 cents, by OLIVER & JENKINS, Box 444, N. Y.

W. D. WILMOT, professor of exhibition Bicycle
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Wilnot, 597 Washington Street, Boston, Mass.



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The Columbia,
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BICYCLES

BOYS' BICYCLES AND VELOCIPEDES.

Second-hand Bicycles constantly on hand, at low
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Repairs thoroughly and promptly done.
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68 & 70 Wabash Ave., Chicago, Ills.,

Have the largest store in America devoted to

ATHLETIC GOODS

OF EVERY DESCRIPTION.

Sample of Cotton Athletic Shirt sent on
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Send for large Illustrated Catalogue.

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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 unequalled JULES JURGENSEN down to the
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FINE DIAMONDS AND JEWELRY.

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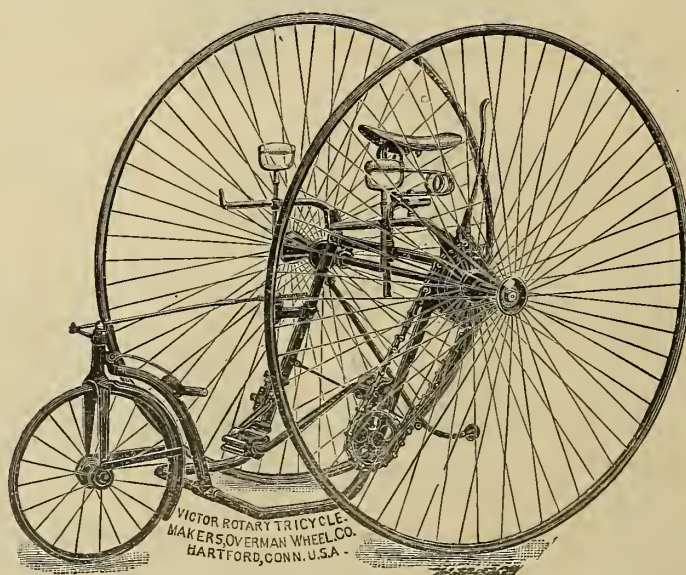
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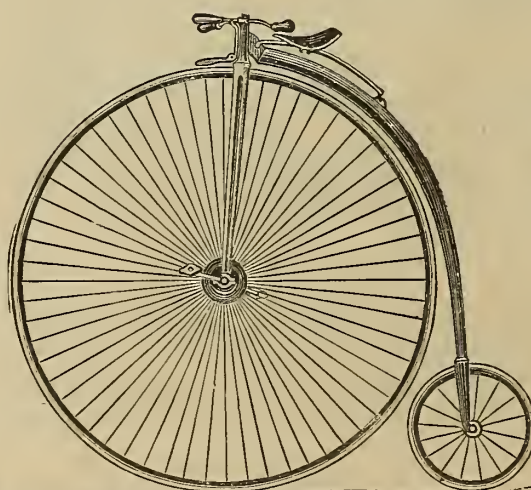
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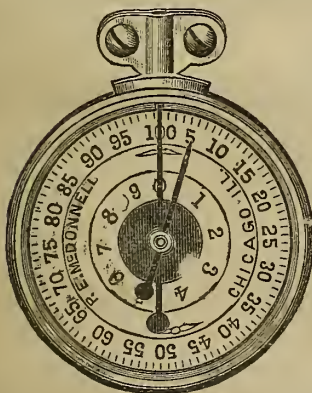
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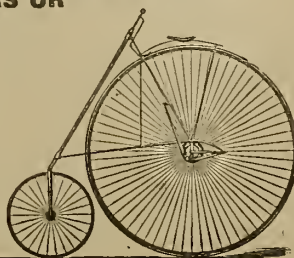
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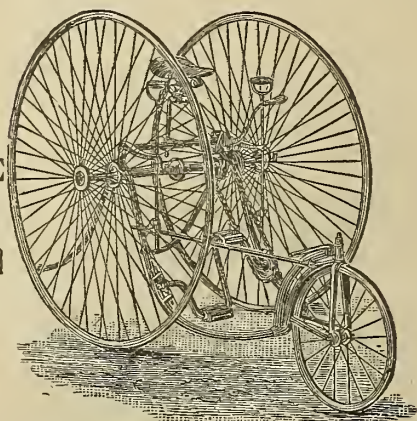
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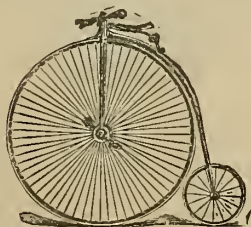
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