

THE WHEEL

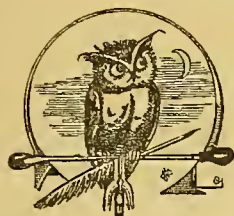
A JOURNAL OF CYCLING

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

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The American Institute, at 63d and 3d avenue, will "shortly" be opened as a roller skating rink on the main floor, and a bicycle track on the raised part.

They call them "convertibles," because, after riding one once, the bicyclist is usually converted to choosing them for his future mount.

The "funny man" says that he bars no one from a challenge to the world for grand and lofty tumbling, as exemplified in his attempts at pedal mounting. He will in future retrograde to the Anglo Saxon Step mount, as being good enough for him.

I understand that, in the forthcoming picture of the Boston Bicycle Club, Joe Dean will be represented as riding a Standard Columbia. Can such things be?

Burt Pressy's new trick upon the Star is to ride both up and down a flight of stairs.

I shall now expect the Ixions to fight for the Sociable record held by the Montreal Club for eighty miles covered in one day.

Harvard College appears to have captured all the bicycling journalists of Boston.

The lithographic fiend, who about this season of the year brings out novelties in calendars, has not neglected us, and consequently our eyes are offended by the appearance of the much abused bicycle in the capacity of calendar.

The "Butcher Cyclometer" is the most perfect, convenient, and accurate one I have ever found. One of the greatest merits it has is the fact that the rider while mounted can tell the exact distance he has traveled. It registers from 1-32d to 10,000 miles.

The new Consuls' badges of the C. T. C. are the neatest, most attractive affairs of the kind I have yet seen. They are exactly like the ordinary members, except in not being of plain silver. The Chief Consul is designated by blue enamel, the City Consuls by red, and the State Consuls by gold badges.

There is some talk of getting up a Thespian Cycling Club, composed of members of the profession who are riders, among which there are a number. The idea is a good one, and with such riders as E. L. Davenport, Percy Winter, and Mark Pendleton good material would not be lacking.

Corry looks the perfection of physical health and training, and the records of the road and path will not remain unbroken in the spring.

Many novelties in cycling will make their appearance in the spring, Cunningham, Pope, and Overman each intending to present one or more to their patrons.

A VISIT TO THE CHIEF CONSULATE C. T. C. OF AMERICA.

As every good Mahomedan hopes ere he dies to visit the Holy City of Mecca, so does each rider in America expect to ride in and around Boston. The writer, whose unfulfilled hopes have long run in that direction, on Wednesday, the 25th of November, boarded the Fall River steamer "Pilgrim" (appropriately named in my case), and on Thursday, Thanksgiving Day, was safely landed in the goodly city of Boston, the home and cradle not only of American liberty, but of cycling as well. I shall not here attempt to narrate how I visited points of historic interest too far famed and well known to be again repeated, since space and ability both are lacking, but will confine myself in attempting to describe the Chief Consulate of the Cyclists Touring Club in America, the home of Frank W. Weston. It was the original intention that the trip to Dorchester, at which it is located, should have been made—as all cycling pilgrimages should be—on the wheel; but the weather, that alternate friend and foe of our sport, was, for the time, the latter, and a pouring rain made the train the ignominious means of our transportation thence. One could scarce expect that mine host could exist in any place where good roads did not abound; and when I dismounted from the train, the hard white surface of the roads, even under the drenching they were receiving, convinced me that in ordinary weather they were almost perfect. Five minutes' walk brought us in sight of the Consulate, situated upon a bluff overlooking the harbor of Boston, with its hundreds of vessels and dozens of islands spread out like some vast panorama.

The house itself was one of those nondescript specimens of artistic architecture, a feature

which always shows the presence of comfort, and the complete obliteration of the hard angular appearance of our forefathers' buildings, and, to a bachelor's eyes, it did seem as though love in such a cottage might not be so hard a task after all. But rain and poetic admiration of the exterior of a building, go not well together; and we hurried, not unwillingly, to seek the shelter and comfort of an interior inspection. We were welcomed at the door by the wife of our host, and after getting rid of our wet wraps and umbrellas, were ushered into the drawing room, within whose walls is the head centre and home of the C. T. C. in America.

The appearance of this room was, to the writer, a revelation of to what a great extent exquisite taste, art, and comfort could be combined. No cold, white plaster offended the eye upon either wall or ceiling, but instead, the paneling thereof, painted in soft, warm reds and blacks, seemed to speak a welcome. Through the ebonized frames of the windows far away stretched that glorious view of sea and land, soft-shrouded in the gray veil of the November rain and mist; and thus made doubly pleasant the light and warmth of the two great wood fires that burned and crackled upon the hearths at either end of the room, the mantels of which stopped not until the ceiling was reached. In every corner, nook, and cranny, was heaped, in artistic profusion, a mass of bric-a-brac, paintings, curiosities, etc., to make which every clime and quarter of the globe had been made to contribute, and to attempt to note and praise which would consume a volume. Soon in easy chairs, with feet to the blazing fire, sat we down, in the full enjoyment of a fragrant decoction, the secret of the component parts of which is an heirloom in the Consul's family, but among which, I feel free to state water does not enter. Time flies fast in such good company, and with such pleasant surroundings, and before we knew it darkness had fallen, and the flickering light thrown from the burning logs showed, from the shadows it cast in some places, the contrast of the brightness of another, as some picture, vase, or glittering brass, reflected from their surface the flickering rays of midday light. Upon the soft rugs that here and there lay strewn upon the polished surface floor, reclined "Duchess and Plim," two pet pugs, whose grotesque faces had won them many a prize in canine beauty shows in their trans-Atlantic home, before they had emigrated to their present resting place. Dinner came, and received that proof of its excellence that only a hungry cyclist knows how to bestow.

Once more gathered round the fire, remembrances of cycling defeats and successes in the past, and plans for their repetition in the future, came fast and furious. All unwilling as we were to leave so pleasant quarters, Time, in his ever onward journey, rang out the hour that warned us to depart. Adieus were made, and mid the farewell barks of Plim and the Duchess, the door swung to and brought us back to reality and the present, and ended the writer's first, but he hopes not his last visit, to the home of the Chief Consul. SELAH.

JERSEY CITY, Dec. 10th, 1883.

Editor of The Wheel: In THE WHEEL, of Dec. 7th, I noticed an article from Mr. Geo. E. Long, in regard to bicycle riding in Jersey City. I was somewhat surprised, yet pleased, to know that some one outside of our little party (which is composed of Mr. Schuyler, Mr. Lagendorf, Mr. Bennett, and myself) was working for the good of the cause in this much neglected city. In regard to his statement about the gentleman of the Staten Island Wheelmen, who failed to send those papers to the Board of Aldermen, I will say that Mr. R. V. R. Schuyler promised to send Mr. Furman, (President of the Board), a copy of road riding rules on the 24th of November, Mr. S. and myself, having been in communication with some of the Aldermen a month previous to that date. On Dec. 4th I called on Mr. Furman to hear how matters were progressing, when, to my surprise, I was informed he had not received the papers, and the matter had been referred to the Committee on Streets. I immediately called at Mr. Schuyler's place of business, found he was home sick, sent a note to him inquiring the cause of delay in sending the papers, also telling him I understood him to say he had sent them. His reply was that he had positively mailed the matter to Mr. Furman, and if it had not been received it had miscarried, but that if I would call on Mr. K. L. Clapp, I would be able to get what I wanted. I called on Mr. Clapp, and he very kindly furnished me with all that was necessary. I then delivered it personally to Mr. Furman, who, like Mr. Scott, is a friend to wheelmen, and wishes to see justice done to all; in fact, the whole board are an intelligent lot of gentlemen and never fail to give anything proper consideration when it is rightly put before them. We would like to meet Mr. Long or any brother wheelman who is interested in Jersey City roads. Having purchased a bicycle, I was surprised to hear I could not ride, as it was against the law. On inquiring, I was informed the New Jersey Council of the L. A. W. had been appealed to in vain. I then came to the conclusion that the right to ride must be obtained by resident wheelmen, or we would never have it. It is surprising that a city, with a population of one hundred and twenty-five thousand, within two miles of New York, cannot boast of a half dozen bicycles. There is no reason why we cannot have a club second to none in the country. In point of members we have now one of the best appointed athletic clubs in this State, the Jersey City Athletic Club, with a membership of 150 on its roll. The club is composed of gentlemen, whose ages are from 21 to 45, and who would be only too happy to introduce the wheel in Jersey City, had they a right to ride. Their ignorance of the pleasure of bicycling is the cause of lack of push on their part, and I should have been in the same position as they, had I not been actually set

on top of a wheel by "the hungry man from Harlem," and made to ride.

The club have everything for indoor pastime that any gentleman could wish, and to show that it is in a good healthy condition, we are talking of putting up a twenty thousand dollar building, where we are to have a well-appointed gymnasium, billiards, reading, and lecture rooms, dancing hall, bowling alley, Turkish baths, and if the ordinance is not repealed, a bicycle room.

In November we held our annual meeting. W. J. Tait was elected President (for the fifth time), E. R. Grant, Vice-President; Ex-Com.; J. C. Appleby; Carman Nichols, Frank Caville and Charles Henderson, Treas.; Frank Bonnell, Fin. Sec.; E. P. Snowden, Corr. Sec., W. J. McElory.

I trust that every wheelman who can help us in this matter, will communicate with me as soon as convenient, and we shall take brother Long's advice, and "Follow it up."

Yours very respectfully,

ELLIOTT W. JOHNSON.

Jersey City Athletic Club, Grand and Communipaw Aves.

A RECOMMENDATION.

To him who would have muscles strong,
To him who would live well and long,
To him who loves the wild bird's song,
I recommend the "wheel."

To him who loves the country air,
To him who loves the landscape fair,
To him who would be free from care,
I recommend the "wheel."

To him who loves the scent of flowers,
With all their sweet and soothing powers,
Fresh from the fields or rural bowers,
I recommend the "wheel."

To him who loves the verdant hills,
The silvery lakes, the rippling rills,
The pat'ring of the water mills,
I recommend the "wheel."

To him who loves the forest trees,
To him who loves the gentle breeze,
And many charms in nature sees,
I recommend the "wheel."

To him who loves a quiet nook
To read a form or story book,
Where naught is heard but bird and brook,
I recommend the "wheel."

To him who cares far less for wealth,
Gained by deceit and cunning stealth,
Than for strong limbs and robust health,
I recommend the "wheel."

To him who, like the knight of yore,
Doth love to ride the country o'er,
But, after joy, instead of gore,
I recommend the "wheel."

To every good, warm-hearted man,
Without regard to sect or clan,
I say come on and join the van,
'T will only make you more a man.

WILL SAWYER.

CHAT FROM THE WEST.

For some time past I have searched THE WHEEL for news from the St. Louis correspondent. As I have never found any, I presume he does not exist.

We regret that "Rob Roy" sends his articles to the *Bicycling World*, instead of the organ of the League, and have determined to keep our friends posted hereafter in regard to wheeling matters here, through the paper they read—THE WHEEL. Should a more capable writer show himself (there are

lots of them here), we will take a header—no, a backer—into our former obscurity.

The summer season is of course at an end, but we ride all the same. Any fine, crisp Sunday morning will find a party spinning westward to Manchester, only twenty miles away. There are five clubs, most of them I believe, composed of active riders. The Manchester road is our best road, and is fairly rideable to the county line, 32½ miles west. It is mostly up and down hill, and some of the grades are puzzling to any one but a native. Manchester is a little German village about as old as St. Louis itself. Back of the town is a hill called The Son-of-a-gun. It has only been climbed once, by Mr. Young, on a fifty-inch Expert. The distance from Manchester to St. Louis, 19½ miles, was made in one hour and twenty minutes a few days since, by Messrs. Young and Davis. There is another good road extending in a northwesterly direction to St. Charles, 25 miles, and one to Creve Cœur Lake, which promises to become a popular summer resort. The hardest ride is to De Soto, Mo., 52 miles south. Some of the hills on this road are impossible for climbing, and the coasts are very exciting.

On the 18th, the Missouri Club, accompanied by members of the other clubs, covered 104½ miles in 16 hours, or 20 hours with rests. If the distance had been measured by cyclometer, the figures would doubtless be greater. The ride was finished without severe fatigue being experienced by any one, though some of the riders, who had tried Eastern roads, declared it was as hard as riding 150 miles in Massachusetts. The Star was represented in this ride, and did well. The first Star purchased here arrived in the early part of September. There are now five, with a prospect of more soon. They are generally liked, and it is probable that they will soon be as numerous as any other make. The trike is used to some extent. There are two or three Victors and a Coventry Sociable.

Mr. C. E. Stone is our toughest rider, and uses his sixty daily, rain or shine. He has made a mile in 2:58 on a sixty-pound wheel, and his younger brother, P. W. Stone, made a mile in 3:10 on a 52 Standard. While this time has often been beaten on racing wheels, it is extraordinary for a heavy machine like the Standard.

Some of our streets are in a fearful condition at present, but the work of reconstruction is being vigorously carried on, with asphaltum and granite as paving material. It is proposed to build twenty-four miles of boulevard through and around the city within the next year or so. Dr. Walker, a prominent citizen, thinks that streets intended to be used as boulevards should be at least 60 feet wide, allowing 20 feet for driving purposes alone, and 20 feet on each side for street car lines and side walk; sewer pipes, etc., to be laid inside of the curbstone, instead of under the roadway. He says the foundation should be built on the Tellford plan, with a surface of some smooth material. It is claimed that this foundation will last a thousand years.

There is a proposition on foot to construct a five-lap bicycle track in the new Sportsmen's Park, soon to be built here. Mr. Duryea, the inventor of the saddle by that name, has gone to Washington to stay. He is improving his saddle, and the new style can be fitted to the Star; the Peerless automatic bell (also invented here), made on a larger scale, will be fitted to one of the patrol wagons shortly. "51."

THE CARE OF TRICYCLES AND BICYCLES.

The *Wheelman*, an illustrated monthly journal published in Boston, and devoted to the interests of bicycling and tricycling, has an article on the care of the machines, which will be read with benefit to themselves by a large number of the younger members of the bicycling fraternity, and some of the older bicyclists may derive some pleasure if not profit from the writer's suggestions.

In caring for your machine, says the writer, roads, climate, and personal surroundings must, of course, be considered. Hilly, rough roads, cold weather, and a poor place of storage are all against your wheel. Your first care begins when you learn to ride—learn on "some other fellow's" wheel (providing you can find so accommodating a fellow); and when once you know how to ride, falls should not be indulged in—let the wear be simply friction. Accidents, of course, will now and then happen, the same as to a railway train, or any moving object; but make it your constant thought that what damage does happen shall be accident and not your carelessness.

Know your wheel. I find many who have ridden for months, even years, and who "swore by" the special make they were using, and yet know nothing of taking it apart or putting together; they "had found holes for oiling, and, when anything got loose, screwed it up." When you get your mount, don't be afraid to ask questions about it; have it thoroughly explained to you how to oil, to adjust the bearings, how the wear in various parts is "taken up," how to take out the wheels, etc. I don't suggest that you immediately take it to pieces; but know *how*, so that when necessity requires it, you can do so understandingly. When you do take apart, mark each piece, have a box in which to keep the bearing balls, adjusting boxes, etc. Keep all together, and see that they are put out of the way of the children, or any one of an "inquiring turn of mind."

Have an assigned place for your wheel, the same as you would for a horse; if a club man, in the club wheel room; or if not, a place in the house, shed, or stable, where it is thoroughly dry and accessible; if possible, let this place be light, that you may see to clean and take proper care of it; before a run look over the nuts and dust caps and see that all are tight; and after, turn it up on an Acme stand and clean it—if a bright machine, use cotton waste and oil; if nickel, a chamois skin and a fair portion of "elbow grease." If you have a neat, light place for your wheel, you will take more pleasure in looking after it; and the better order you keep it in the more you will enjoy riding it.

Tires.—I have found that an ordinary gray Para tire will last as long as there is any life in the rubber—in an ordinary climate about seven or eight years. In our country the climate of the far West and South is most destructive to them. I have exposed a tire to the sun at 110 deg. and in winter to 3 deg. below zero. The heat started the cement to running, and yet with these alternating changes this tire was run three years, and is now four years old and apparently good yet. So there need be no fear of your tire giving out; yet I would suggest that in winter you give it not the coldest place; a heated room preferred. It is safe to say that a rubber tire lasts about as long as a buggy tire.

Cementing on the tire is very simple. Use any means to heat the fellow with the cement in it, place your tire in evenly, and ride your wheel a few times to force it into place;

should your tire come apart at the splice, it must go to a rubber factory and be respliced. I have found none of the advertised rubber cements that would perform this service. Tires are now made continuous or of a solid mould, and the last named difficulty will thus be obviated.

Care of the Bearings.—Use good oil; take four parts of sperm to one of paraffine for a good lubricant, and use sparingly. I have run a wheel with balls to every part three hundred and twenty-eight miles with one oiling, and the second was on the seven hundred and fortieth mile; but distance is not a perfect guide, as it is better to oil a little and often. Yet I sincerely believe that most riders oil too frequently. "Now and then" fill your bearings with kerosene, and cut out any oil that may have become gummy. Keep your bearings tight, and the dust out. A little piece of kid over the vents and under the oiler spring does good service, also felt washers on pedals and rear wheels. Keep the steering bearings well oiled, and a drop at times on the spring clip and spring bolt.

Nickel.—Don't suppose for a moment that nickel won't rust! It will, unless you are careful to polish it often. When it has been wet, rub it well with an oiled cloth, and then polish with chamois skin. Enamel is best for a lazy man, or one who lives or uses his wheel at tide water; and for a tricycle enamel is preferable any way.

Storage.—A bicycle can be kept nicely in a hallway; but a tricycle must have more room, and a double door to admit it, as a house seldom has doors wider than three feet. I prefer my wheel to hang by the handle bar, if possible, with both wheels clear of the ground.

If a bicycle is to be taken up stairs, take it by the handle bar, in the position of "a header," and push it up with the little wheel in the air; and to descend, the same position, letting the wheel down in front of you, holding it back by the handle bar. I know some enthusiasts who keep their full nickel wheels in their parlors, taking them up and down stairs in this way.

Repairs.—If so unfortunate as to break or damage your wheel, send it to a good repair shop where it will be trued or mended, usually at a charge of fifty cents per hour. If an ordinary "buckle," the average cost will be about three dollars. If you try your 'prentice hand you will probably fail, as truing a wheel requires one skilled in that particular branch. If you "buckle" your wheel on the road, get some one to give you a hand; usually you can spring it back in good enough shape to ride home.

Good repair shops can be found in all the large cities, but, as you value your wheel, keep away from the "village blacksmith."

The best wheel made will "buckle" upon occasion. Your care should be to see that there is no occasion. The writer came to the above conclusion when he saw an express wagon pass over his wheel.

Transportation.—By far the safest way to transport your bicycle is to ride it. Yet we all know this is not always practicable. A good crate will protect your wheel, and as one always comes with your bicycle, take care of it, and it can be used time and again. When a baggageman on the train takes your wheel, go into the car and see where it is placed; no one has the same interest in it as yourself; a trunk resting upon the driver produces much mischief, while a cigar may drive away a baggageman's wrath. It is to the interest of wheelmen to show people how to handle machines. An expressman we

have in mind broke his index finger by getting it caught between the spokes and fork; and to this day a wheel is his abomination.

Don't lend, don't borrow! Keep your wheel, like your toothbrush, for your personal use. When a number use one machine, you will find that the greater the number the poorer the care it gets.

A padlock and chain keeps the wheel from moving, and you have the pleasure of knowing that you carry the key.

THE CINCINNATI BICYCLE CLUB RACES.

The second of the fall series of races of the Cin'ti Bi. Club was held on Tuesday evening, Nov. 27, '83, in Power Hall, Exposition Buildings, before a large and enthusiastic audience. Following was the

PROGRAMME OF THE EVENING.

One-Mile Club Race; handicap. Prize, Jersey. J. G. Kitchell, scratch; H. B. Cox, 3 seconds start; Geo. K. Brady, 7 seconds start. Won by Kitchell. Time, 3:40.

Two-Mile Club Race. Prize, "King of the Road" lamp. Starters, J. G. Kitchell, J. S. Hodge, and J. C. Hosea. Won by Kitchell. Time, 7:28.

Three-Mile; free for all—1st prize, gold medal; 2d prize, Duryea saddle; 3d prize, bicycle stocking. Starters, E. F. Landy and B. N. Meyers, of Cin'ti Bi. Club; C. F. Ressler, of Eaton, Ohio; E. Mulhauser, of the Brighton Club. Won by Landy. Time, 11:27½. Mulhauser second, Meyers third; Ressler falling on the third mile.

Boys' Race; free for all: half mile—1st prize, silver medal; 2d prize, silver medal. Starters: Howard Rogers, Kinney Lowe, Norton Isbell. Won by Lowe. Time, 1:47½. Rogers, second. Time, 1:52¾.

Ostacee Race; half mile. Won by Jno. Barclay. Time, 4:16. F. Scarborough, second.

Slow Race; 100 yards. Won by P. N. Meyer. Time, 2:11½. H. Ellard, second.

Half-Mile Without Hands. Won by P. N. Meyers. Time, 2:02. H. Ellard, second. Time 2:02¼.

Five-Mile Champion Race for the *Enquirer* medal, between Mr. N. L. Pierson and Mr. W. E. Galway. Won by Pierson. Time, 17:48½.

Very respectfully,
C. M. GALWAY, Sec'y

A CONEY ISLAND ROAD RACE.

Much rivalry exists among Brooklyn riders for the holding of the record between Prospect Park and Coney Island. Since Mr. Stults' riding of the distance in close on to 20 minutes, and Mr. Pettus' beating that by one minute and more, others anxious for honor and glory have come forward, claiming both. We have heard something of a road race to come off on some one of these fine December mornings. Why not have such a race? with competent judges, timekeepers, etc., and invite us New Yorkers over; let us have whomsoever will, participate, and settle this question in dispute. We understand the Boulevard never was in better condition; fast time would undoubtedly be made in open competition. Down with professionals! I say; Amateurs, don't tolerate them! This rather breaks in here, but I can't help but give vent to my feelings. And who knows but that the record might be beaten?

Yours, &c.,
WHOMSOEVER WILL.

SEVENTH REGIMENT GAMES.

The third meeting of the Seventh Regiment Athletic Club occurred at the armory on Saturday, Dec. 8th. The track, 9 laps to the mile, was chalked out on the board floor, and guarded with tennis nets on the outside and hurdles on the inside, to keep the contestants from encroaching on the border, and shortening their distance.

The immense hall was crowded with the style and beauty of Gotham. The management was prompt, efficient, and crusty. The interest taken in the races was intense. The band kept the audience amused between the acts, and the whole affair was very enjoyable, and not an accident occurred to mar the pleasure of the evening.

The most exciting event of the evening was undoubtedly the bicycle race. In this there were entered, J. N. Stearns, Jr., F. E. Davidson, Paul Bunker, A. B. Rich, F. C. Thomas, C. P. Wurts.

Two-Mile Bicycle Race—F. E. Davidson, Jr. (75 yards), first, time, 6 min. 29 1-5 sec.; J. N. Stearns, Jr. (scratch), second, time, 6 min. 38 1-5 sec.

The race was the most exciting I have ever seen. Not that it was close or remarkably fast, but I was momentarily expecting to see a collision or behold the wheels slip from beneath the riders, while negotiating the curves at full speed. Standing at one of the curves, it could be seen that the bicycles attained an angle of 45 degrees, and were it not for the round rubber tires, there would have been many a down, fall. The track was too hard for running or walking, but for riding it was splendid, considering the size. Stearns, who has the development of a professional, made a determined effort, but could hardly make any impression on Davidson. After the men were fairly under way, I was surprised at the speed shown. Davidson has heretofore been a middle class rider, without the slightest chance among good racers, but his 6:29 on 75 yards, equal to 6:38 on a 9-lap track, easing on the last half mile, conclusively demonstrates to me that he can hold his own among the best local men. Had Davidson and Stearns started from the scratch, the race would have been grand, with the chances good for the former. MERCURY.

EXHIBITION OF FANCY RIDING.

On Monday evening the riding hall was well filled with ladies and gentlemen, who assembled to witness a combined entertainment given as a benefit to Mr. Crawford Mason. Delegates from the Citizens and Ixions were in force, while the K. C. W.'s turned out in goodly numbers to applaud the excellent riding of Mr. Bloodgood.

After a few strains from the orchestra, Messrs. Smith, Harris, Mason, and Bush went through as many drill maneuvers as the small hall would permit.

Mason and Bush gave an exhibition of double riding a la Wilnot, with moderate success, although those who have seen the original's performance make no comparisons. Bush is a feather-weight, and a graceful little fellow, and the pair will doubtless be heard from in the future.

Mr. Tom Ellison was apparently under a cloud, and his humorous recitation was somewhat of a disappointment to his numerous friends.

Miss Maggie Wallace made her debut, and rode silently around the hall.

The acrobatic riding by the Euret Bros.

and Mason was a series of pyramids upon two bicycles at a standstill. They were heartily applauded.

Mr. Birdsall followed with a song; and the "Beginner's Act," by Mr. Harrison, though crude, served to amuse the audience.

Mr. Bloodgood, of the K. C. W.'s, gave an excellent exhibition of single riding, all his movements being executed with ease and grace. With constant practice he will take his place in the front rank of amateurs.

Prof. D. J. Canary came on the floor mounted on a pair of roller skates, and, although the floor was in a very rough condition, proved that he was an expert at the art.

Mr. Ellison entertained the audience with a bit of tragedy, and Mr. Canary then gave a magnificent exhibition of fancy riding. He shows a marked improvement, both in style and execution. Although cramped by the size of the hall, he performed successfully every known trick, and introduced several novelties, his up-side-down mount bringing down the house. A new wrinkle for our aspiring amateurs to practice is to take two chairs, and place the large wheel on one and the little wheel on the other; then crawl up the spokes into the saddle, and remain seated there with arms folded. It is an easy and comfortable position, and Mr. Canary appeared to enjoy his additional elevation. His performance on the Unicycle, including riding forwards and backwards, and spinning around, was excellent.

The entertainment concluded with a song by Mr. Birdsall and a duet between that gentleman and Mr. Tom Ellison.

SIXTY SHINING LAMPS AND GLISTENING WHEELS IN LINE.

Members of all the bicycle clubs in this city, with the exception of the Long Island Wheelmen, took part in a grand parade, review, and banquet. The affair was gotten up by the Brooklyn Bicycle Club, in order to return the hospitality of the Kings County Wheelmen, who entertained the Brooklyn Bi. Club, Heights Wheelmen, and the Long Island Wheelmen a few weeks ago.

Half past seven o'clock was the time named for starting by the entertainers, and at that hour the Brooklyn Bi. Club Rooms, 366 Livingston street, were filled with an impatient crowd of bicyclists. The Heights Wheelmen turned out fifteen strong, under Capt. J. C. King and Lieut. A. R. Dunnell. Their bugler was W. T. Cross, and their color bearer T. G. Condon. The Brooklyn Bi. Club turned out twenty men, under Capt. W. A. Carl, with Lieuts. Herman Koop, Jr., and Preston Sproule. Charles Koop bore Brooklyn's colors, and George Slade proved an efficient bugler.

Slade blew the "mount" at 8 o'clock, sharp, and an immediate start was made, the men forming two abreast. The route was from club rooms, on Livingston street, to Flatbush avenue to Prospect Park gate. Here the Kings County Wheelmen, the guests of the evening, were waiting, under command of Capt. E. Pettus and his aids. They were twenty-five strong, swelling the number of wheels in line to sixty.

Capt. Carl and Bugler Slade, of the Brooklyn Club, headed the whole brigade, as with brightly glancing red and green lamps, tinkling alarm bells, glistening wheels, and blaring bugles, it glided rapidly down Flatbush to Schermerhorn to Clinton to Montague. Here, in front of the Academy of

Music, very pretty evolutions were performed. The bicycle drill is modeled after that of the United States cavalry, and the bugle calls are the same. The smooth pavement of Montague street is eminently adapted to the wheelmen's performances, and they looked very pretty advancing and retiring in formations of "fours" and "sixes," the men winding in and out of the formations at the bugle calls, with great steadiness. All this greatly edified the young ladies of the neighborhood, who fell into a warm dispute as to whether the blue uniforms of the Brooklyn and Heights men or the brown ones of the Kings County representatives were the most becoming. They finally compromised by agreeing that all were "too sweet for anything." After the evolutions on Montague street, the bicyclists turned back to Henry street to Joralemon to visit the headquarters of the Heights Wheelmen, to Henry again, to Union, back again over Clinton to Schermerhorn to Flatbush avenue, to the Park gate, were all dismounted, left their wheels, and entered Glass's Hotel. Here a banquet for all hands was provided, and the bicyclists worried sandwiches, struggled with clam chowder or oyster stew, or wrestled to a slight extent with the social glass.

At the conclusion of the meal, Capt. W. A. Carl, of the Brooklyn Club, took the chair, and speeches were made by the various Captains; singing was indulged in, after which the party broke up shortly before midnight, and all were satisfied with their evening's enjoyment.—*Brooklyn Union*.

SPRINGFIELD'S RIVAL.

Philadelphia is to have a grand bicycle tournament next June. Arrangements are already being made to make it one of the greatest tournaments in the history of bicycling. Five thousand dollars in prizes will be given, which will undoubtedly bring out the best talent in America and Europe. Arrangements are being made to have a special race between Robinson, of England, and Frazier, of America, for a medal valued at five hundred dollars, and the championship of the world. The tournament will last three days. A half mile track will be built for the occasion, and will be the best that can possibly be made. The programme will be ready in a few weeks, and will be duly announced.—*Sporting Life*.

FROM THE CLUBS.

NASHVILLE.—The bicycle soon became a favorite among the young gentlemen of Nashville, and as a result they have organized a club, to which thirty-nine active members have already been elected. Mr. A. E. Howell, President; V. L. Cunyngham, Vice-President; J. S. Ross, Standard Bearer; and L. N. Jesunofsky, Secretary and Treasurer.

The wheels owned by the members are of the best make, including the Hollow-Fork, Harvard, Challenge, Star, Rudge Club, Sanspareil, and Standard Columbia, varying in diameter from 48 to 60 in. The club is now incorporated in the League of American Wheelmen, and Mr. A. E. Howell was selected as League Consul for Tennessee upon the unanimous recommendation of the Nashville club. This was a specially wise act on the part of the League, for a more elegant gentleman and enthusiast for the sport does not exist than Mr. Howell. During the past summer the club has made several quite ex-

tended excursions, covering in more than one instance a distance of sixty miles. Their ordinary runs, however, are made at night, and scarcely ever exceed ten or fifteen miles. Many of the members have become exceedingly expert riders, and often give exhibitions of their skill when out on a club run.

A handsome medal, commemorative of their late brother member, Julian Spence, will be struck, and it will be offered as a prize for the fastest rider in the club during its annual tournament, the winner being permitted to wear it for one year, or as long as he can by superior skill claim possession of it.

The sport is susceptible of being made very popular, and certainly the exercise taken while riding is most healthful, hence the club should be encouraged by the parents of young men. They should furnish their sons with wheels, and do all in their power to stimulate them to become expert riders. The officers of the club are most excellent gentlemen, and one with whom young men could not fail to find pleasure and benefit in associating with.

The country around Nashville is wonderfully adapted to bicycling, being gently rolling, and traversed in ever direction by superb turnpikes. The farmers along their roads would be only too happy to welcome the young men, while the score or more of small towns within a radius of thirty miles of the city would make most attractive termini for a half-day's ride. The citizens of these towns would be delighted to receive these social raids, and no doubt many of the younger ones of them would be unhappy until an event would be provided for them.

CLIMAX.

HARRISBURG WHEELMEN.—Last night the Harrisburg Wheelmen effected an organization under the title of the Harrisburg Cycling Club. We have to start with fifteen members, thirteen of whom ride crank machines, one star, and one tricycle. The officers are—President, Chas. S. Small; Vice-President, Herbert L. Brown; Secretary and Treasurer, George A. Gorgas; Captain, Ed. M. Cooper; Club Committee—President, Secretary, and Messrs. A. Carson Stamm and Wm. A. Middleton. The outlook for bicyclers is better than ever before, and we look for great things next summer.

CITIZENS.—There were twenty-eight members present at the regular monthly meeting of this club last Tuesday evening. Considerable business of importance was transacted.

The committee on uniforms reported, but the samples submitted were rejected. A motion to join the C. T. C., and adopt their uniform, was lost by a large majority. A committee of seven was then appointed, and directed to procure samples and prepare an amendment regarding the uniform, to be voted upon at the next regular meeting, in January.

The resignations of Messrs. M. Buchanan and A. Kinzler were accepted, and Mr. S. C. Griggs, Jr., was dropped from the roll for non-payment of dues.

The building committee announced progress: that the walls were nearly completed, and the front would be commenced on the arrival of the terra cotta which was promised on the 20th.

The corner-stone will be laid on the 27th of December, at 3:30, and a committee of five were appointed to make suitable arrangements.

It is expected that the club house will be ready for occupancy about the middle of January, if the weather continues good.

The election of two new members bringing the number up to 75, the initiation fee will in future be fixed at twenty-five dollars. The limit has been fixed at 100, as many have tricycles, and an excess of that number would crowd even the spacious wheel room, which will be sixty feet long by twenty wide.

MR. KENDALL RESIGNS.

Editor of The Wheel: There having been no business meeting of the Mass. Div. L. A. W. this fall, on account of the inclement weather at the time set for that event, and there being certain matters of importance demanding an early consideration, Chief Consul E. K. Hill addressed a letter to the executive board, stating that much to his regret the esteemed Sec'y of the Div., Mr. F. P. Kendall, on account of pressing business considerations, felt compelled to offer his resignation; and from a full knowledge of the circumstances, he felt that the resignation should be accepted, and that a vote of thanks be tendered Mr. Kendall for his efficient and faithful services. Geo. W. Brooks, of Worcester, was proposed as the successor of Mr. Kendall. Attention was also called to the fact that the 150 guide boards, which Mr. Tolman was authorized to have made, have been sent out to Consuls for erection, and orders on the book were unfulfilled for lack of boards. The Board were asked to authorize Mr. Tolman to have 300 made, at an expense of \$45. Authority was also requested to enable the Chief Consul to have such boards as he finds necessary lettered at the expense of the Division. James P. Burbank, a member of the Div., and Consul for Medford, having made an offer to print the Mass. Hand Book on very favorable terms, authority was asked to enable the Chief Consul to carry out this measure in accordance with his best judgment.

A mail vote was requested on the following propositions:

A. Shall Mr. Kendall's resignation be accepted?

B. Shall we extend him a vote of thanks?

C. Shall Mr. Geo. W. Brooks, of Worcester, be appointed Sec'y of the Mass. Div. L. A. W. for the remainder of the year '83 and '84?

D. Shall Mr. E. F. Tolman be authorized to have made 300 guide boards?

E. Shall the Chief Consul be authorized to have guide boards lettered at the expense of the Division as he shall find necessary?

F. Shall the Chief Consul be authorized to accept the offer of James P. Burbank to publish the Div. Hand Book, if in his judgment it is advantageous to the Div.?

The above were all adopted by an unanimous vote.

Yours truly,

GEO. W. BROOKS, Sec'y.

WORCESTER, MASS., Dec. 6, 1883.

THE WHEEL.

'Tis silent night, a silvery light
Has flooded lawn and lea;
The shadows fall in columns tall,
From every fence and tree.

A cloud of white, prepared for flight,
Has spread its snowy sail,
And seems to float, a fairy boat,
Before a coming gale.

The arching trees await the breeze,
And drink the liquid light;
In crystal stream, the pebbles gleam,
Amid the waters bright.

But look you here! What doth appear
Beyond the old gray mill?
Now side by side two figures glide
Adown the distant hill.

In full moonlight, each would—be sprite
Bestrides a glistening wheel;
From glen to glade, through light and shade,
Their silent way they steal.

A clang, a stride; I step aside;
The vision passes by;
I stand and gaze, as in a maze,
And finally I cry:

"Give me a wheel of shining steel;
I'll join those flying men;
I'll whirl away the cares of day,
And be myself again."

* * * * *

And now, dear Wheel, I sometimes feel
As though, in cycle grand,
Thou could'st indeed elude the steed
That *Death* rides o'er the land.

H. E. R.

CYCLISTS' TOURING CLUB.

FOUNDED 1878.

This international organization has over ten thousand members, and is increasing its strength daily, in nearly every civilized country throughout the world. Amateur cyclists everywhere are cordially invited to join its ranks. Applications should be sent (preferably through a State or City Consul) to Frank W. Weston, United States Chief Consul, Savin Hill, Boston, Mass., who will forward blank form to any address, on receipt of a stamped directed envelope. The dues are—for the first year—including the silver badge, \$2.50. Subsequent dues, 85 cents per annum.

The Chief Consul wishes to call attention to resolutions, Nos. 410 and 411, *Club Gazette*, Oct., 1883, pages 353 and 354.

The C. T. C. uniform is fully described in the C. T. C. column of *The Wheel*, of 15th June, 1883, page 5, and a large size photograph showing front and back view, can be had by sending ten three cent stamps to "Partridge" photographer, 2832 Washington street, Boston, Mass. Lady members can now obtain the club cloth for Tricycling costumes as wanted.

The Club Handbook for 1883, (thirty cents), and the new sterling silver badge (two dollars), can now be obtained from the Chief Consul.

The Eighth Annual Meet, at Harrogate, Yorkshire, England, will take place on the first Monday in August, 1884. All American members who possibly can, should make it a point to attend. Arrangements for reduced steamship rates are in progress, and the Chief Consul will be happy to afford information to all who may be interested. The last practicable date of sailing will be Saturday, 22d July next.

Letters to the Chief Consul requiring reply should always have enclosed a stamped directed envelope.

APPLICATIONS FOR MEMBERSHIP.

W. H. Weiss, Broad street, Bethlehem, Pa.
C. C. Knauss, 10 Third street, South Bethlehem, Pa.

Above memberships go into effect 31st inst., and continue until 31st December, 1884.

T. B. PETERSON & BROTHERS, Philadelphia, have in press and will issue in a few days a Cheap Edition of Mrs. Emma D. E. N. Southworth's Last and Greatest Work, "ISHMAEL; OR, IN THE DEPTHS" (originally published in the "New York Ledger," under the name of "SELF-MADE: OR, OUT OF THE DEPTHS," proving itself to be the most popular story ever issued by that paper), in one large duodecimo volume of 718 pages, paper cover, with a portrait of Mrs. Southworth, and at the unprecedentedly low price of seven-fifty cents a copy, making it the largest as well as the cheapest copyright novel ever issued in book form at such a low price, and at which rate it must command thousands of readers; for Mrs. Southworth stands at the head of all female writers, and there is no American authoress whose writings receive such immediate and general circulation everywhere.



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
W. V. GILMAN, Treas. L. A. W. { Contributors.

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New York, December 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.

THE DISCUSSION OF MACHINES.

For the past few weeks we have printed articles from valued correspondents, which, while proving that the authors take an active interest in their wheels and everything pertaining to them, hardly accomplish the full intent of the writers, as they are more or less partial to their own particular make, and of course cannot be considered as the opinion of the masses, but rather that of the individual writer.

We have ridden a number of different makes, and have found none of them perfect. There is room for improvement in all of them, and these improvements are being constantly made. This is the age of progression, and the dealers are striving their utmost to place the best machine on the market. Success to their efforts, as the more perfect a machine, the more riders we will have. Many a man has been known to retire from wheeling in the past, on account of the crude state in the manufacture, but, as these objections are being overcome, there are dozens to take his place.

While we appreciate the spirit that prompts our correspondents to contribute their articles, we do not think that the interests of wheeling are promoted by praise of one par-

ticular make over another. If improvements are suggested, let them be made in a general way, and not as particularly applied to one machine as superior to any of the other makes. We all have as our particular choice the machine we ride, and comparisons are odious, inasmuch as in this case they utterly fail to cover the ground.

Should our correspondents travel through the country and note the greatly varying character of the roads, they would see that where one machine, possessing peculiar points, is a favorite, the same would not be suited for another section of the country, and so on.

Let each purchaser examine the character of the road on which he is to use his wheel the greater part of the time. Let him consider his weight and strength, and draw upon the experience of his friends in his immediate vicinity! The publishing of articles either praising or condemning any of the well known makes will not tend to aid him in his selection. It has rather the contrary effect, and is somewhat confusing. We shall, therefore, in the future, decline to publish such articles, as they can at best only indicate the opinion of a comparatively small section of this great country. We trust we have not offended our correspondents, and hope that they will continue to push their quills in the advancement of cycling, and present such subjects that will aid the general public in its search for information.

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

GENTLEMEN: Within the past week an anonymous circular, protesting the Corresponding Secretary, has been mailed to the Board of Officers, from New York. It is a copy of a letter I have received from Baltimore, in the handwriting of Mr. R. F. Foster, and signed by the other five members of his club. As it comes within the rules regarding protests, it will be brought before the Board at its next meeting.

I wish to say, however, that it was sent out without my knowledge and consent, doubtless by the gentleman directly interested, who took the pains to have it mailed from New York, probably with a view of conveying to the members of the Board the impression that it was an official communication submitted for immediate action. It is merely one of the annoyances that the Secretary is subjected to, in the fulfillment of his duty, and no attention should be given it.

Mr. R. F. Foster's case is in the hands of the Membership Committee, who will report in full at the next meeting. The value of the anonymous communication, as far as truthfulness is concerned, can be thus readily determined.

Respectfully yours,

N. MALON BECKWITH, Pres't L.A.W.
New York, Dec. 13th, 1883.

WHEEL GOSSIP.

Why do some clubs delay joining the League until spring? There are benefits to be derived even in winter, and there is certainly no saving in dues.

It is now pretty generally settled that the spring meeting of the Board of Officers will be held in this city about the

The Cattaraugus County Cyclist Club, of Randolph, N. Y., a League club, have dropped their excessive title, and adopted that of the Randolph Bi. Club. A very sensible change.

Mr. E. L. Beckwith, of Galveston, Texas, has been appointed Chairman of the railroad committee in that State.

The Cheyenne Bicycle Club set a good example for the West, by unanimously supporting the League.

The Chester Bicycle Club, of Chester, Pa., was organized Dec. 4th, with a membership of seven. They adopted a seal-brown uniform, and will shortly join the League.

Mr. Moxley, of Washington, D. C., denies in toto the statement made by J. S. Prince that he had anything whatever to do with the recent negotiations for a match between the latter and John Keen. He made no offer of financial support, did not forward any check, and the use of his name in connection with the matter was entirely unauthorized.—*Sporting Life*.

Mr. Ducker writes that the Springfield track is being surveyed at 18 inches from the pole, and that a certificate will be published as soon as the survey is completed. Better late than never.

Puck says, in its last number, that it is going to have a prospectus for 1884, just the same as any other paper, only it will have more coloring, and will make a specialty of the next presidential campaign. It is impossible to improve *Puck*, and we can only extend to it our best wishes for continued prosperity and long life.

ANSWERS TO CORRESPONDENTS.

- Geo. E. Long—We are waiting for the good news.
703—Address changed as requested.
4061—Let us know if you have any future trouble.
C. D. Standish—Paper sent as requested.
J. P. Camden—Report to hand. Thanks.
1150—All right, thank you.
2082—Your correct address was never published.
A. W. Booth—You are entitled to THE WHEEL.
A. J. K., Seranton—Thanks. Most acceptable.
R. Pound—Pleased to hear from you in the future.
Karl Kron—The copy referred to was mislaid during our illness. You mistake the motives. We are only too happy to aid you in giving publicity to your book, and will publish such articles concerning it as you may see fit to prepare.
A. N. Shaffer—Referred to the club secretary as we have no copies.
N. G. C., Louisville—Congratulations. Have forwarded the article.
W. T. S., Akron, O.—You must have a little patience.
J. O. Blake—Had mailed some before your card came.
A. G. Coleman—About Feb. 22 will be the date.
Wm. Hurlbutt, Stamford—Your League number is 3131 following the letter D.
A. Munson—With pleasure.
Harry H. Brown—We have no index to Vol. IV.
W. A. Carl—Better late than never.
2094 You will not have to pay damages if you were observing the rules of the road, and kept on the right side.
51—It is not necessary to stop. The more the merrier.
2343—The actual membership is now 3352. We are using up the old number, and then the last number will indicate the numerical strength.

WHEELMEN, ATTENTION!

DO YOU WANT

A First-Class Bicycle

FOR VERY LITTLE MONEY.

If You do, Buy The
“**American Sanspareil**”
Roadsters, Light Roadsters and
Racers.

This Machine has no Superiors.

Do you want to Trade your Old Machine for a New One?

We have a stock of AMERICAN SANSPAREILS, SANSPAREIL LIGHT ROADSTERS, AMERICANS, BRITISH, and XTRY CHALLENGES and NATIONAL TRICYCLES in paint, nickel, or enamel, which we offer for cash, or

Good Second Hand Machines in Part Payment.

Give full particulars of second hand machines as to age, make, condition, and accessories.
For further particulars and descriptive catalogue, address

S. T. Clark & Co.,

IMPORTERS, FRANKLIN BUILDING,

BALTIMORE, MD.

L. A. W.

APPLICATIONS FOR MEMBERSHIP L. A. W.
No. 48. Total, 77. New York, Dec. 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 address are correct, and report any error at once to.

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

- Unattached*—3.
58—Frederick W. Griffen, North Western Nat. B'k, Chicago, Ill.
59—Frederick W. Gookin, North Western Nat. B'k, Chicago, Ill.
3534—Clark H. Horn, Chattanooga, Tenn.
New Haven Ramblers—add 4:
3547—Frank Thompson, 51 Broadway, New Haven, Conn.
3559—G. K. Jewell, 120 State st., New Haven, Conn.
3560—G. W. Gibson, 62 Whalley Ave., New Haven, Conn.
3570—J. H. Law, Drawer 92, New Haven, Conn.
Nashville Bi. Club—add 1:
3573—George Leaman, Empire Coal Co., Nashville, Tenn.
Chicago Bi. Club—add 1:
3574—A. G. Bennett, 1 Michigan Ave, Chicago, Ill.
Colorado Wheel Club—add 1:
3575—F. J. Chamard, Chain & Hardy, Denver, Col.
Lafayette Wheelmen—add 5:
3576—Harry P. Kries, 318 Myrtle Ave., Baltimore, Md.
3577—Chas. H. Boyd, 86 St. Paul st., Extended, Baltimore, Md.
3578—A. M. Mentzel, 240 Lauvale st., Baltimore, Md.
3579—A. M. Snyder, 136 N. Howard st., Baltimore, Md.
3580—S. N. Appleby, 422 W. Baltimore st., Md.
Cheyenne Bi. Club—add 21:
3581—Fred Hood, Cheyenne, Wyo.
3582—Rees Williams, " "
3584—Frank H. Clark, " "
3585—Ed. Towse, " "
3586—Chas. H. Dayton, " "
3587—J. J. Duffy, " "
3588—Frank Bond, " "
3589—James F. Gross, " "
3590—B. B. David, " "
3591—Frederic S. Hebard, Cheyenne, Wyo.
3592—Charles W. Helmick, " "
3593—George F. Inman, " "
3594—Chas. W. Ridgway, " "
3601—Eugene Colwell, " "
3604—J. B. Pollard, " "
3605—H. B. Rice, " "
3609—Howard L. Franklin, " "
3615—J. Dwight Corey, " "
3617—Arthur Snow, " "
3631—William N. Knabe, " "

INDIANA DIVISION—3.

- Unattached*—3.
3632—Geo. E. Trunk, 150 W. Main st. New Albany, Ind.
3633—Edward F. Trunk, 150 W. Main st., New Albany, Ind.
3634—Edward Remiking, 111 State st., New Albany, Ind.

KENTUCKY DIVISION—5.

- Unattached*—5:
3635—H. Burkton, 520 Main street, Covington, Ky
3548—Robson C. Greer, Willard & Lockwood sts., Covington, Ky.
3649—C. Hananer, 163 W. 4th st., Covington, Ky.
3549—H. Upper, John Shillito Co., Cinc., Ohio.
3681—R. B. Baldwin, 35 W. 3d st., "

MASSACHUSETTS DIVISION—2.

- Boston Ramblers*—add 2:
12—Fred. F. Rhodes, 99 Summer st., Boston, Mass
13—Harry H. Frost, 115 Chaacery st., "

MICHIGAN DIVISION—3.

- Detroit Bi. Club*—add 3:
14—S. J. Wilson, Detroit, Mich
15—C. E. Lathrop, " "
10—M. B. Moore, " "

NEW JERSEY DIVISION—10.

- Hudson Co. Wheelman*—add 1:
17—George H. Coppers, 251 Washington st. Hoboken, N. J.
Camden Bi. Club—add 2:
19—Richard Easterbrook, 303 State st., Camden, N. J.
21—Harry M. B. Dare, box 108 Salem, N. J.
Owl Bi. Club—add 7:
22—James O. Kane, Bordentown, N. J.
23—Patrick McInery, " "
26—Edgar Haas, Jr., " "
29—Philip F. H. Brakeley, Bordentown, N. J.
30—John O. Hudson, " "
31—Oliver A. Kerr, " "
32—Wm. Henry Torr, " "

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.]

THE DURYEA SADDLE AGAIN!

We used the DURYEA SADDLE in the 104 $\frac{1}{2}$ Mile Road Ride of the Mo. Bicycle Club, Nov. 18th, and completed the entire distance comfortably, and without chaffing, on time.

RICHARD GARVEY,
LINDELL GORDON,
THO'S REYNOLDS.

The Duryea Saddle for sale by the MISSOURI WHEEL CO., 12th and Oliver streets, St. Louis, \$3.00; nickeled, \$3.75. Special terms to the trade.

FOR SALE—52-inch, full-nickeld Standard Columbia Bicycle, Ball-bearings, with Lamp and Bell; in perfect order, \$85. C. F. MIDDLEHOOK, 68 Broadway, N. Y.

BRAN NEW VICTORY ROTARY TRICYCLE for \$120; also second-hand one, with Bell, Lamp and Lady's seat, \$90; freight prepaid on either. T. B. Rayl & Co., Detroit, Mich.

FOR SALE—A 54 Columbia Expert, entirely new and unused. 54 Columbia Expert used from August 1st to October 1st, in fine condition and free from injury. 50-inch American Sansperiel, little used, and in fine condition. Best offer above \$125 buys the new Columbia Expert. Best offer above \$100 buys the other Expert. Best offer above \$90 buys the Sansperiel. Address, lock box 84 Penn Yan, N. Y. They will be sent C. O. D., with privilege of examination on receipt of \$5.00 to insure charges.

FOR SALE—A 54-inch Bicycle, in good order. Address, T. B., Jr., 74 West 50th Street.

FOR SALE—Columbia Tricycle, with two lamps, complete. Run 50 miles. Price \$150. Address, J. W. H., 134 East 24th Street, New York.

MISCELLANEOUS.

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

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

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

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

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

Now Ready for Delivery.

TRICYCLISTS' INDISPENSABLE

ANNUAL

FOR 1883.

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ALL MAKES OF MACHINES AT CASH PRICES.

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OF EVERY DESCRIPTION.

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

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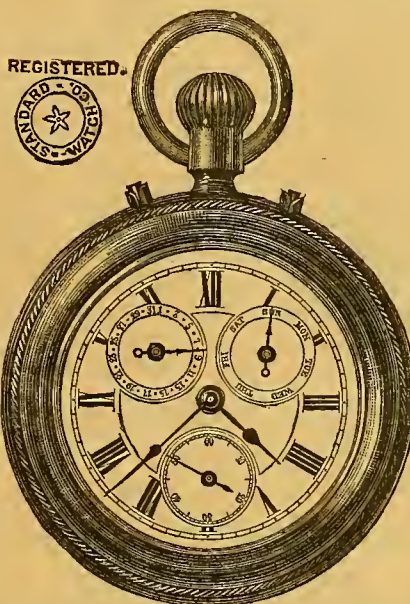
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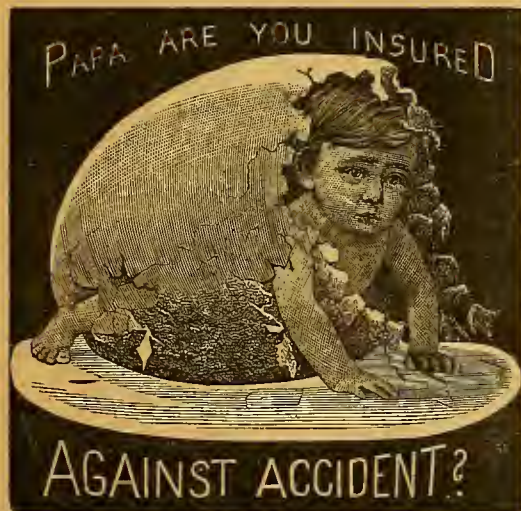
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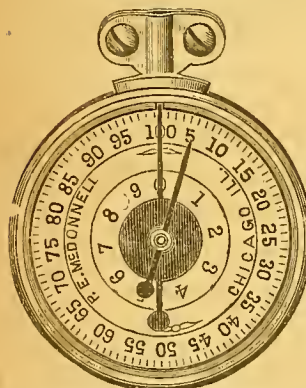


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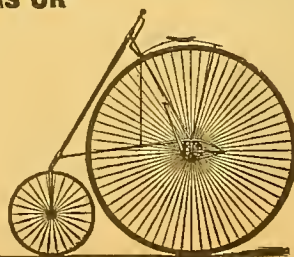
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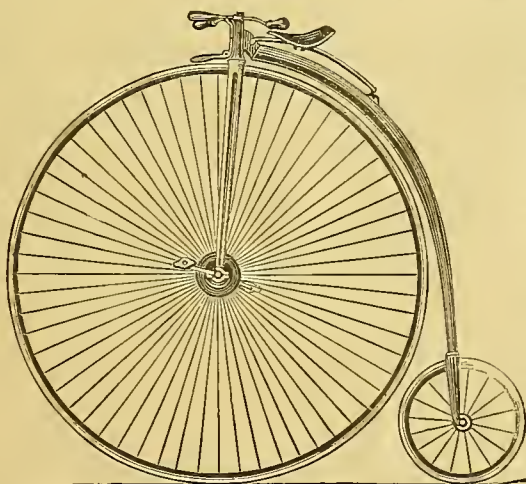
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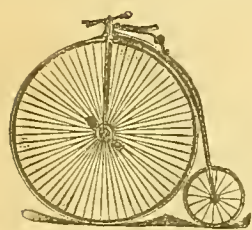
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