

THE WHEEL.

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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THE BICYCLING MANIA.



ITS RAGE IN SHANTYTOWN.—AND WHY SHOULD NOT MR. MULDOON DISPORT HIMSELF IN THIS WAY
AS WELL AS OTHER HANDSOME MEN? [Kindness of "The Judge."]

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EDITORIAL JOTTINGS.

The morning papers of the 6th announce that Mayor Edson will nominate a Park Commissioner in place of Smith E. Lane, the Wheelmen's favorite (?)

The same papers mention a six days' bicycle race as an assured fact, and also that Wm. M. Woodside wishes to beat John S. Prince in a twenty-five mile race for \$200 a side.

The professional ranks are filling up in good shape this year, and Prince will have to look sharp to retain his hitherto invincible racing reputation.

A neat invitation to attend the first "socia-

ble" of the K. C. W. has been received, and we note that the date has been changed to Friday, January 26th, instead of the 12th, as announced.

The 'Cyclist, usually correct, is responsible for the following: "News reaches us from America that L. T. Fry, the plucky rider who gave such a good account of himself when placed alongside of Vesey last year, has gone over to the professional ranks by riding a match with John S. Prince without the consent of the L. A. W."

"By the way, talking of J. S. Prince, reminds us that it is rumored that he purposes bringing young Hendee, who beat Moore's mile record directly he left, over to this country

to compete with some of our cracks. We would remind both Mr. Hendee and our own cracks that the recent action of the League in admitting teachers to amateur status will preclude the possibility of their meeting unless Mr. Hendee resigns membership in the League."

* *

Now, because the League have merely amended the rule to meet the wants of a few pioneers among the bicycle agents, who are members of amateur clubs, and who have, perhaps, in the absence of their assistants, been obliged to give a beginner a few points, the *'Cyclist'* immediately launches out a paragraph forbidding Mr. Hendee from competing with its own racing men. The idea that the League champion is not an amateur is, of course, absurd. From the imported specimens of English racing men that we have seen in this country, we think our "amateurs" are fully equal to them, perhaps not yet in speed, but certainly in square and honorable dealing on the racing path.

* *

We have not yet learned to sell races, to be employed by manufacturers to ride their particular machines, to be partners with book-makers and the other attendant evils that the English racing man is lead into, and we most certainly assure Mr. Hendee that his membership in the L. A. W. is as good a guarantee as any credential a bicyclist can present.

* *

Because a few aristocratic writers who ape everything English, rush into print with a few silly paragraphs that are readily taken up by the English press, many are led to believe that the League have committed a grievous error and one calculated to destroy its influence, when in reality the League is stronger to-day than it ever was, its membership is larger and its prospects brighter than ever before. Its position is too strong to be influenced by such paragraphs.

* *

Perhaps it might save Mr. Hendee some trouble and expense should he apply to the Bicycle Union for information. Too often have American athletes gone over to England only to find themselves barred from the races they were most anxious to engage in.

* *

We crowed too quickly last week, for hardly had the paper left our hands, before a good old-fashioned snow storm set in, blocking the roads, and putting a stop to out-door riding for a time, at least.

* *

The Racing Board will probably meet this week, and although we hinted that we should be pleased to receive suggestions, apart from a few vague hints, nothing has as yet come to hand.

* *

Wheelmen who act as correspondents would greatly assist us in preserving records, by giving full and fractional mile time for the second man as well as the winner. In looking up re-

ports, we have found them singularly deficient in this respect.

* *

Members of the League of American Wheelmen in New York State, should remember that the election that takes place in March, should be eagerly embraced as an opportunity for choosing energetic Chief Consuls and Representatives, and upon the selection of energetic and capable men depends the future success of the League in the State of New York. As a number are willing to recognize that we are woefully behind the times in our work of organizing, we hope, they will, at least, take sufficient interest to fill up and return the ballots that will be sent them. Thirty-seven votes for the three hundred odd members is a very poor showing.

* *

Now is the time for records of aggregate riding for 1882. Who leads the mile list?

* *

Those who send us their records will please not spend next Sunday in turning their cyclo-meter wheels backwards.

* *

President Hawley declined a re-election. President Pratt declined a re-election. It is rumored that President Parsons declines a re-election. How about President Bates?

* *

Well, if the old long-termers retire from the club offices, it gives more chances for new long-termers just as good, doubtless. And so the wheel goes round.

* *

The Boston Bicycle Club elected new officers last week. President, E. C. Hodges; Secretary, C. W. Fourdrinier; Treasurer, G. B. Woodward; Captain, W. B. Everett; Lieutenants, J. S. Dean, F. Morris; Buglers, C. W. Fourdrinier, S. N. Turner. Club Committee, Hodges, Fourdrinier, Woodward and Everett, *ex-officio*, and F. W. Weston, A. L. Woodman, B. L. Knapp, K. M. Huston and H. R. Robinson, the last two being associate members. Hearty applause was given the new president, and three cheers for the old, and smiles were ordered up-stairs for all hands around.

* *

Several members of the Massachusetts Club and one or two of the Bostons were out on the road with their bi.'s last week, and reported the roads very dusty—but not from heat. That was before the snow storm.

* *

They do say that "London W" has one eye full of tricycle and the other full of B.T.C.; and there isn't much dust in either. If it don't make him blind to other good things, it's all right.

* *

Editor S. S. McClure, of the *Wheelman*, is reported convalescing.

* *

Many wheelmen will have sincere sympathy for Mr. Louis R. Harrison, ex-editor of the *Bicycling World*, in his recent sad bereave-

ment. We know 'tis little comfort, but we extend to him our heartiest and best. Mr. Harrison attended the funeral of his beautiful wife from the same church where Mr. L. H. Johnson was married a short time before.

* *

We are happy to announce upon authentic information, that the K.C.W. are thinking quite seriously of joining the League, and it is not at all improbable that another week will see them enrolled in a body as members of this praiseworthy organization.

* *

Mr. S. T. Clarke, of the Maryland Club, sailed last Saturday for England on the *Britannic*. He intends to introduce the Rennyson safety "detachable handle bar" in England, and also to have drop forgings made there so it can be neatly fitted to the Sanspareil. From photographs shown, it seems that a great improvement has been made since its first introduction a year ago, and its perfect safety from headers will be an inducement for timid men to ride the bicycle who would otherwise not ride at all, or be compelled to tricycle. It can readily be attached to any machine, and is not only useful but ornamental.

* *

"London W" in the last *Bicycling World* has a number of good things in his article on "The League's Necessities," and among other things he says that, "In showing what I consider mistakes in the rules of the L. A. W., I do not intend in any way to criticise its management, as both the rules are subject to different opinions. The League is not weak from any inherent fault in its foundation, but is simply weakened by mistakes that can be easily corrected, and the League made successful, as it should be. President Miller, in acknowledging my letter asking for an article on the League, complained that with very few exceptions the chief consuls were doing nothing to advance the interest in their respective States. If this is so, it is very evident that mistakes have been made in the elections, and that men with more leisure, or possessing better qualifications for the office, should replace in some instances those already occupying the position. If those who have the direct management of affairs do not attend to their duties, little can be expected of the ordinary member who only once a year has an opportunity to express his views and cast his vote. I think, however, that its individual members might fairly be criticised for expecting too much in so short a time. Many expected insurance and protection, and grumbled because they didn't get it, when, had they but thought a moment, they must have seen that it was impossible for the League to give it. They wanted consuls where there were no riders, and they took no pains to recommend any one where there were. In touring they did not avail themselves of those that had been appointed, but got such information as they required from the dealers. In this respect I know whereof I speak, for, while consul for Boston, though a great many

CANANDAIGUA, N. Y., Jan. 3d, 1883.

wheelmen visited the city and sought companions and information, not more than one or two went to the proper place to get what they wanted. Now of course one has a right to do as he pleases, but if wheelmen would see the League fulfill its early promise and be the beneficial organization it should be, they must lend what little influence they can to bring about the desired result. In this respect I must plead guilty, but I condemn in myself what I condemn in others. The members of the League have expected everything, and have given nothing except the paltry sum of one dollar. President Miller further complains of the difficulty of obtaining members to serve on committees, and while this is perhaps to be regretted, I think it is better for a man to refuse a position than accept one he for any cause cannot perform the duties of. The League wants *workers*, and must have them; and, although our president may experience some difficulty in filling vacancies, I believe the result will be more satisfactory than if positions were accepted by men unable to devote sufficient time or lacking the energy and interest to attend to the duties of office.

CORRESPONDENCE.

MIDDLETOWN, N. Y., Jan. 5th, 1883.

Editor of the Wheel.—Although you have not heard from the Middletown Bicycle Club in some time, we are not dead nor do we "sleepeth!" We have been snoozing, though, since the first snow until January 1st, when we awoke with the "glad new year," exhumed our bikes from their respective resting places and pushed them over the frozen ground up two pair of stairs to a hall in the centre of town, which we had obtained possession of from January 1st, and after removing a board partition, dirt and other debris, left by former occupants, we mounted our wheels after a month's rest and with happy hearts and smiling countenances, commenced to gyrate in graceful curves, decorating the floor with "lines of beauty" and an occasional smash and general spill for variety; and if falling plaster does not injure the *cerebro homo* of some members of the bar in offices below, we will continue to keep the wheel rolling until spring, and shall ever welcome any visiting wheelmen who may happen this way.

Among the interesting relics that will decorate our walls when all settled, is a statuette, probably found in the tombs of ancient Egypt, of a gentleman just dismounted from a clumsy "boneshaker," quite a contrast to the glittering steeds that circle the hall at present. Since opening the hall, many visitors are getting the "fever," and by doing our best to propagate instead of cure the disease, we hope to have some additions to our club ere spring-time brings us again the open air and endless roads, when we can fly like a bird uncaged to nature's beautiful realms and feel the glorious freedom of a bicyclist. With best wishes for the welfare of THE WHEEL, I am, fraternally, HAL.

Editor of the Wheel.—I am often tempted to take up my pen and say something about wheeling, but where one is a solitary rider most of the time, club runs and meetings, "solus," with four week's sleighing on a stretch (which means no riding) it is hard to boil over with enthusiasm or feel sufficiently inspired to even "peep." You can rest assured, if you have not heard from me, the fire has not gone out, but can be kindled at a moment's notice. The preliminary steps to the formation of a State organization seems to hang fire. I don't know but that we are all waiting for something to turn up, perhaps, till Chief Consul Gullen gets some of those trans-Atlantic passengers off his hands, and gets a little leisure for outside business. Come, brother wheelmen of the Empire State, make up your minds now that when the call comes you will be there.

From some correspondence I have had, I feel impressed with the conviction that the call will meet with a hearty response, and I trust the call will embrace all wheelmen in the State. It would be very nice if the Directors of the L.A.W. should have their meeting at the same time; then if there should be some races and fancy riding at the American Institute Building, and the Central Park thrown open to the Bicyclers, I know the Ixion Club would give us a hearty welcome, for they have said so in the polite invitation they have just issued.

It has been some time now since returning from the Garfield Fair and Tournament in Washington, and I feel just about ready for something. We did have a good time in Washington, and we won't forget it. Wish I lived in a big place and were a member of such a "capital club."

Well, I will wind up by wishing all wheelmen a Happy New Year. A. G. C.

WHERE IS PRINCE?

TO THE EDITOR OF THE SUN—*Sir*: I hereby challenge John S. Prince of Boston, champion bicyclist of America, to race me twenty-five miles for \$100 or \$200 a side and the title of champion of America, the race to take place in this city ten days after signing articles of agreement. I have deposited \$50, to prove I mean business, with Fred. S. Rollinson, ex-champion bicyclist, now retired from the racing path. WM. M. WOODSIDE, Champion of Ireland.

COSMOPOLITAN HOTEL, NEW YORK, Jan. 5.

LITTLE FALLS, N. Y., Jan. 8th, 1883.

Editor of the Wheel.—In the hurry and worry of a change I know that I can send you no greater boon than a little copy. I am quite cosily situated in the same corner room that I occupied when a boy here at school, and glancing up from the page before me I see stretched out an endless area of Herkimer County snow, an area which is, perhaps, the hilliest it has ever been my misfortune to look upon from a

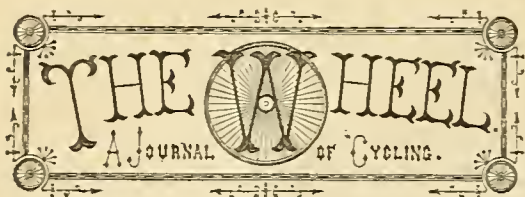
'cycling point of view. In every direction I see nothing but hills, which do not even have the virtue of being short, but are both long and steep, and possess the latter characteristics to a degree that would occasion misgivings in the heart of the stoutest bicyclist, and what wonder is it that there are but two wheelmen in this vicinity. There are two, however, who, I am told are constantly struggling against headers on the one hand and the discouraging jeers on the other of the factory hands—a ruthless mob of imps with which this village is afflicted. They say these two unfortunate young men obtain comfort by riding morning and evening around the village park, a plot of ground about the size of one of our New York blocks. As I sit here writing the retrospective tableaux of memory pass before me, and I recall the ridiculous antics of a devotee of the old bone-shaker of '69. Imagine a velocipede struggling against obstacles that would appal the animated calves of our new B.T.C.—C.C., even when working the cranks of the nickelled steed of '83. I think we have been a little bit hasty in grumbling at the condition of the roads in New York. When one has ridden over the Elysian drives of Boston, he is apt to feel discouraged at the prospect at home; but let him go to a place where the roads are really bad, and he can but be satisfied with the "home, sweet home," which is, after all, the best. O.

SIX DAYS GO-AS-YOU-PLEASE ON BICYCLES.

Editor of the Wheel.—The long talked of event or contest for six days has at least got a head on it. To say and to talk about one is an easy matter, but to perform and make preparations for same is quite another thing. I have worked hard to obtain the ends, to cease this continual talking. Why not have a six days' race? Well, we shall see whether it pays or not. Madison Square garden will be the place, where this great contest will take place, and nothing will be spared in every detail to make it a grand success. The following are particulars. The race will take place either January 28th or the following week, circulars, etc., will be out stating exact date. It will be for six consecutive days, 24 hours duration, and will be for a championship belt, denoting the long distance championship of the world and gate receipts. This will be the first contest of the kind ever given before, either here or in Europe, because it is to be 24 hours per day, instead of 12 or 18 which has usually been the case. I trust this notice will give all persons interested perfect satisfaction, and we shall now see who is the stayer, and have a long distance record for America. Those who wish to enter will please send in their names, address, birthplace, records, etc., without delay, and full information will be returned. The race is under my management, and depend I shall use my utmost endeavors to make it a success.

Respectfully yours,

FRED. S. ROLLINSON,
101 Waverly Place, New York.



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TO CORRESPONDENTS.

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 Saturday morning at the latest. Address Fred. Jenkins, Editor of THE WHEEL, Box 444, New York.

All letters relating to subscriptions, advertisements, etc., should be addressed to Edwin Oliver, Business Manager of THE WHEEL, Box 444, New York.

WHERE WILL THE LEAGUE MEET?

Our correspondent, "Telzah," in his recent able sayings, touches upon a subject that has of late years been much discussed during the long winter months, as to where shall the next annual meeting of the League of American Wheelmen be held.

It is not our purpose to take up the claims of such cities mentioned, as Philadelphia, Washington, Columbus, or Cincinnati, but confine our remarks chiefly to New York as the centre of attraction. As we are, perhaps, well posted upon the requirements of bicycling in this city, we shall merely set forth the reasons why the League, as a body organized to "advance and promote the cause of bicycling," should bring its very great influence to bear on the people, and especially the Park Commissioners of the Metropolis.

The one great drawback in 1881, by which the claim of New York did not receive more attention, was the restrictions in Central Park, and the limitation as to time imposed by the

Commissioners. Adding to this the difficulty of transportation and the relative positions of the four or five small clubs then in existence, it was sufficient proof that a Meet would hardly be a success. In fact, New York was then too young and not able to carry a Meet through.

Now let us compare the situation to-day. The Park is still closed pending the suit in the courts, and the subject of transportation can still be improved. These are the disadvantages to be overcome. But, on the other hand, the five or six small clubs then in existence, have, with one exception, ceased to live; and in their places, the two new and promising organizations, the Citizen's and Ixion's, have sprung up and organized on a firm and lasting basis, and they, together with their energetic brethren, the K. C. W., and perhaps the still more distant Essex Club, can produce a corps of workers, able and willing to shoulder anything to advance the cause, and we are very confident that the presence of a thousand wheelmen will have its beneficial effect here.

Now the point to be borne chiefly in mind is, that it is absolutely necessary to obtain permission from the Commissioners for the use of the Park for the Meet, and one which must immediately receive the attention of the New York wheelmen. The officers of the three clubs should immediately call a general meeting of Metropolitan riders, carefully select a committee to wait upon the Commissioners, and draft a petition, requesting the use of the Park in the morning for the Meet, and we do not doubt but that the Commissioners will accede to such a slight request.

The Commissioners are gentlemen, though their views do perhaps differ from ours, and as they once granted a similar favor, we think they will repeat it. Perhaps we may be limited to three or four hours. The Park is not so large but that it can be ridden through in that time, even with a large body of men. And then there are the broad boulevards beyond, where twenty men can easily ride abreast; and the Polo Grounds, with seating

accommodations for five thousand people, where races can be given.

Apart from these points, we have attractions that are too well known to be mentioned. The hotels are all that can be required, and there are plenty of halls to be had for business meetings. The question of transportation can be easily arranged by the employment of large padded furniture vans that can be on hand at every point.

We feel in asking the Board of Officers to vote for New York, that we are claiming what is justly due us. The League has been East twice, and West the last time. Its presence there had the good effect of opening to the Chicago Wheelmen their boulevards and parks, and it is no more than reasonable that we can expect the same benefits in our case. All that remains is, for the clubs to work together, and we predict that May 30th will see assembled in this city the largest gathering of wheelmen ever seen in this country. We will be glad to hear the views of wheelmen outside of New York, and trust that the subject will not be lost sight of.

IMPORTANT TO THE TRADE.

There has recently been patented in most of the leading countries of the world an invention which, it is alleged, will revolutionize the metal trades. "For the last twenty years aluminium has been recognized as the most valuable metal for forming workable alloys, as it readily combines with zinc, tin, copper, and lead, and the varieties of alloys thus obtained are almost innumerable, any degree of hardness or ductility combined with sonorousness and tenacity being possible. Hitherto, however, the metal has been found so difficult of extraction and the process so costly, that it has only been possible to use it in its alloys for the manufacture of jewelry and very small articles, so that it has been comparatively of little commercial importance. The Aluminium Crown Metal Works Company, at Hollywood, near Birmingham, now claim to have invented and perfected a process by which, taking alum as the source, they can produce any quantity of pure alumina, which is afterwards converted into chloride of alumina, from which in turn the metal is extracted by the ordinary process of fusion with sodium. By this process the two impurities of aluminium—iron and silica—are got rid of. The author and patentee of this valuable invention is Mr. James Webster, the founder and principal of the Aluminium Company. The works having been erected within the last five

years, the plant is of the most recent date, comprising all the most modern improvements in calcining furnaces and retorts, sheet-rolling and wire-drawing mills, together with the requisite casting, fitting, and other shops. On retiring from business as a metal manufacturer some years ago, Mr. Webster took up his residence at Hollywood, and while nominally engaged in farming pursuits carried on the experiments, which he had commenced as far back as 1851, for the invention of a more expeditious and inexpensive mode of producing aluminium. His experiments were conducted with great secrecy, none but his most intimate friends being admitted to his laboratory. Mr. Webster designed all the different buildings, appliances, and apparatus necessary for carrying on the experiments, upon which he has expended upwards of £30,000, besides £2,000 or £3,000 in procuring patent rights at home and abroad. A French syndicate have just offered over a quarter of a million sterling for the patent for France alone, while companies in the United States are proposing even larger sums to acquire the right of manufacture in the States. Scarcely less eagerness is displayed by the Belgians and Germans to purchase the rights for their respective countries, but the arrangements are not yet completed. The invention has only been perfected about eighteen months, and the firm have but recently begun to place the product on the market; yet such is the demand that, though they are working day and night, they cannot execute one-twentieth part of the orders that are accumulating on their books. By the ordinary method of precipitation 12 tons of alum and 6 tons of carbonate of potash, soda, or ammonia are required to produce 1 ton of alumina, and the whole process occupies nine months; whereas, in Mr. Webster's plan, no precipitant is used, and a ton can be manufactured in a week with the existing plant at Hollywood. The cost of producing a ton of alumina by the ordinary methods is upwards of £1,000, while it is less than £100 by Mr. Webster's process. Mr. Webster's process for the manufacture of alumina is to take a given quantity of alum and pitch, which are first finely ground, then mixed together and placed in a calcining furnace, by which means 38 per cent. of water is driven out, leaving the sulphur, potash, and alumina with oxide of iron. The calcined mixture is then put into vertical retorts, and steam and air are forced through, which leaves a residue of potash and alumina only. This residue is afterwards placed in a vat filled with warm water, which is heated with steam. The potash is thus withdrawn, and the alumina left as a deposit in a very condensed state. The potash liquor is then run off, boiled down, while the alumina precipitate is collected in sacks and dried. It is then ready for making chloride of alumina. The alumina deposit thus obtained contains 84 per cent. of pure alumina, while that which is obtained by the old process of precipitation has only 65 per cent. Mr. Jones, the Wolverhampton borough analyst, certifies that the constituents of Messrs. Web-

ster's alumina deposit are as follows:—Alumina, 84.10; sulphate of zinc, 2.68; silica, 7.40; water, 4.20; alkaline salts, 1.62. It should be explained that the sulphate of zinc is simply the accretion from the zinc vessel into which it is drawn. Thus there is not only a saving of nine-tenths in the cost, but a gain of 19 per cent. of alumina over the method of precipitation. In addition, Messrs. Webster recover the whole of the bye-products, consisting of potash, sulphur—which is utilized for making sulphuric acid—and the aluminate of iron. From these bye-products is made a blue dye, which is sold for 6s. per lb., and is used in the place of indigo for dyeing calico and other material. In order to complete the process, and convert it into aluminium, the chloride of alumina is treated with sodium in order to withdraw the metal. Aluminium is afterwards alloyed with copper, silver, and other metals? It is used for the manufacture of bismuth bronze, aluminium bronze, or any other alloys. The former is especially adapted for marine purposes, for ship-fittings, screw-propellers, or anything opposed to corrosion. This bronze can be rolled down to a gauge as fine as tissue paper, suitable for covering champagne bottles or in the various strengths required for drinking and culinary vessels, dish-covers, knives and forks, spoons, razors, or any articles which are now electro-plated. Beautiful specimens of railway-carriage door-handles, equal in appearance to electro-plated silver and gold articles, are produced at the "Crown" Works, and also by Sheffield firms from this metal, and are being supplied to railway companies. There are also samples of aluminium spoons in imitation of gold-plated articles, these having been manufactured by a leading Sheffield house from Messrs. Webster's alloys. Among the other purposes for which the bismuth bronze is suited is that of the manufacture of bells. Perhaps the most important use of the bismuth bronze, however, is its adaptability for ship fittings, screw-propellers, and other purposes where the metal is subject to saline influences. In respect of the patent bronze for submarine use, Messrs. Webster's prospectus states that this metallic alloy, which is the result of many years' experiments, is the most perfect material for the manufacture of steamship propellers. A quantity of this bronze has just been ordered for the Royal Gun Factory at Woolwich for bearings for heavy machinery, and negotiations are going on with the War Office for large consignments of the metal for the manufacture of artillery. Messrs. Webster & Co. claim that their aluminium bronze metal, which is a combination of aluminium with tin, nickel, and copper, possesses greater power of resistance than the best gun-metal, and is very much lighter. Another very important use to which the aluminium bronze is being applied is that of pen-making, one or two firms in London and Birmingham having already commenced the manufacture. These aluminium pens not only have all the flexibility and temper of steel, but are incapable of corrosion,

and are equal to gold pens. Messrs. Webster's aluminium is adaptable for the manufacture of rings set with precious stones. Samples of wire made from the bronze have been sent to London and Glasgow for telegraph coils, and they are being used for electric telegraph purposes in some parts of the metropolis. Mr. Webster has also succeeded in uniting aluminium with other metals by a welding or soldering process—a feat which has not hitherto been accomplished.—*Birmingham Gazette*.

FROM THE CLUBS.

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

GERMANTOWN.—The annual meeting for the election of officers was largely attended, and Friday evening, January 3d, will long be remembered by those who were there. The election of officers resulted in the following selection:

President, J. Whittall Nicholson.
Vice-Pres., Dilwyn Wistar.
Treasurer, H. M. Linnard.
Secretary, G. D. Gideon.
Captain, Wm. Wilson.
1st Lieut., W. E. Hering.
Bugler, C. G. Wright.

The refreshments that followed were enthusiastically greeted, and G't'n's sustained their reputation in the matter of disposing of the same.

THE IXIONS RECEIVE.

Well, were you there? I was; and a more dilapidated looking "Owl" than I am this morning, you never saw! I am now referring to the New Year's reception of the Ixion's at their rooms in 59th street. Last week, you know, I received two elegant invitations, one from the Bostons and the other from the Ixions, both anxious to have the honor of my company at their receptions, but as the home club intended to make this the first reception ever held in bicycling society in New York, and promising me dainties, drinkables and good fellowship galore, I decided to favor them this time. It was a sight which did the heart of every true bicyclist good, as such men as Captain Beckwith, Vice-president Gulick, Secretary Smith, and other members of the Citizen's and other clubs came in to pay their respects and partake of the hospitality of a club which the "Wheelmen" so aptly termed the "lively Ixions." Brother Philips, if ever the Ixions had been graced with your presence among them on this occasion, they could have proved their claim to this title to your entire satisfaction. The "Owl" noticed among others present, Fred. Jenkins of THE WHEEL, Wm. Woodside, champion of Ireland, Captain "Tommie" of the large and flourishing Lennox club, and many other representative wheelmen from this and neighboring cities.

THE OWL.

What the Owl would like to know.

Where the *Truth* gets its information that there is going to be a six day bicycle race next month at Madison Square Garden, and that Wm. M. Woodside, wants to race John Prince for twenty-five miles?

Where there is a more congenial host, and a better representative bicyclist, than State Counsel F. C. Bourne?

By-the-by, Consul, do you know, the memory of that whistle and the cider that caused it, still lingers with me? I will try and be with you on the 9th at the B.T.C. meeting, when the cider that blows your whistle, will, I hope, wet mine.

Whether the K.C.W. is not composed of a set of workers, when they now promise to give us another of their pleasant receptions, at which Schwalbach, Moseman, Austin, *et al.*, will show their gallantry to the fair sex and their escorts.

Whether we are not always wont to consider the English to a certain extent our teachers in matters bicycling? Last issue I referred to Rollinson as an example of our individual wealth and willingness to part with it. Now comes a defalcation by the Treasurer of the B.T.C. for about \$1,000, which offers another proof of our wealth.

What a young lady nautically inclined meant when she said that the "larboard curl" of "Doc's" moustache in last issue was "too utterly sweet for anything?" Anyway, it made me jealous.

How "Necktie" Smith, of the Ixions, managed to make one hundred at-sight calls, get thrown from a carriage, attend his club reception, and still have time to accompany Rood and "Treadwater" Harris home?

Why Newman, the pride of the Ixions, is so anxious to meet the "Owl," and pull the tail feathers from out his plumage?

Why, of course they will vote for "Doc!" It's an insult upon our intelligence to ask so simple a question.

What has become of Book? I am worried at his absence from his old haunts, because it is far from being "regular."

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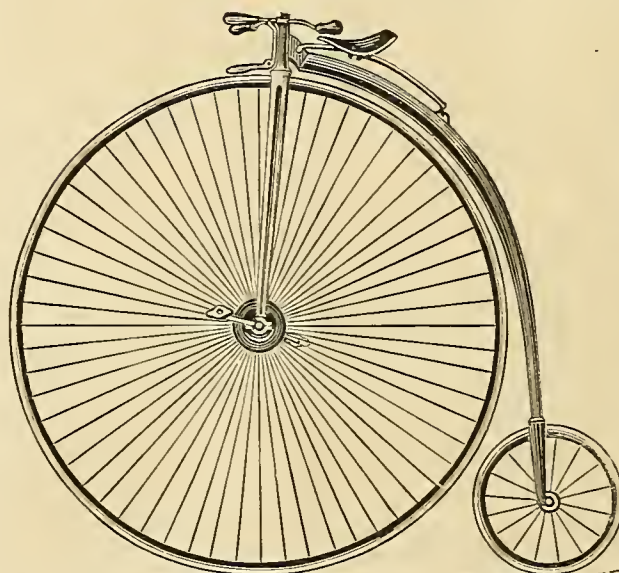
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NOTICE.

Applications from this date inclusive will cover membership for the season of 1883.

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TO LEAGUE MEMBERS:

At the meeting of the Board of Officers, held in Boston, October 20, it was voted that a "list of Candidates for membership and also special notices of league matters" be furnished THE WHEEL, at the same time as the official organ. Members will see that by subscribing to THE WHEEL, they can obtain all the necessary information promptly and at a moderate expense.

Editor of the Wheel.—The following applications for Membership in the League of American Wheelmen have been received, and are sent to you for publication.

Yours very truly,

FRED. T. SHOLES, Cor. Sec., pro tem.

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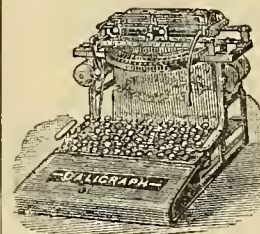
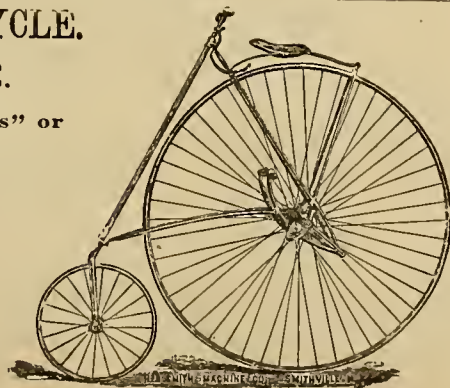
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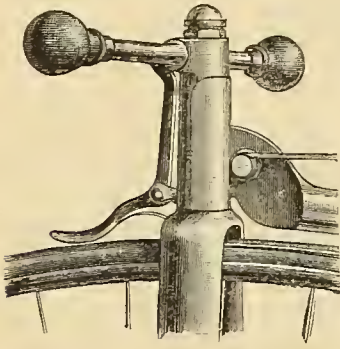
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