

THE WHEEL

A JOURNAL OF CYCLING

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

VOL. IV.—No. II.—WHOLE NUMBER 69.]

NEW YORK, JUNE 15, 1883.

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League of American Wheelmen.

All applications for membership to the League of American Wheelmen, except in the States of Massachusetts, New York, New Jersey, and Michigan where there are State Divisions, should be sent to Fred Jenkins, Corresponding Secretary, 45 West Thirty-fifth Street, New York.

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

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

Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

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

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

BOARD OF OFFICERS.

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

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

Cor. Sec'y—FRED. JENKINS, 45 West Thirty-fifth St., New York.

Treasurer—WILLIAM V. GILMAN, Nashua, N. H.

Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

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

Racing—Geo. D. Gideon, Chairman, 17 North Seventh street, Philadelphia, Pa.; Fred Jenkins, Secretary and Official Handicapper, 45 West Thirty-fifth street, N. Y.; Geo. H. Strong, 252 Market street, San Francisco, Cal.; J. O. Blake, 68 Wabash avenue, Chicago, Ill.; Abbott Bassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

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

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

Railroads—Burley B. Ayres, Chairman, 189 Michigan avenue, Chicago, Ill.

CHIEF CONSULS.

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

Connecticut—S. A. Marsden, 308 Chapel Street, New Haven.

Delaware—Charles H. Kittinger, Wilmington.

District of Columbia—Philip T. Dodge, Washington.

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

Indiana—Harry Bates, Indianapolis.

Kentucky—Orville Anderson, Louisville.

Maine—C. H. Lamson, Portland.

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

Massachusetts—E. K. Hill, Worcester.

Michigan—Charles D. Standish, Detroit.

Minnesota—C. H. Porter, Winona.

Missouri—Richard Garvey, St. Louis.

New Hampshire—C. H. Wilkins, Manchester.

New Jersey—L. H. Johnson, Orange.

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

Ohio—H. S. Livingston, Box 4' 6, 443 West Seventh Street, Cincinnati.

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—Albert Rennie, Hamilton.

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

Rhode Island—A. G. Carpenter, Providence.

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

REPRESENTATIVES.

California—George J. Hope, San Francisco.

Connecticut—T. S. Rust, Meriden.

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District of Columbia—

Illinois—H. G. Rouse, Peoria.

Kentucky—Leon Johnson, Louisville.

Maine—Frank E. Elwell, Portland.

Maryland—Yates Penniman, Baltimore.

Massachusetts—C. L. Clark, Newton; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Weber, Gloucester.

Michigan—George K. Root, Detroit.

Minnesota—H. H. Barber, Brainerd.

Missouri—George C. Oeters, St. Louis.

New Hampshire—E. M. Gilman, Nashua.

New Jersey—H. C. Douglas, Newark.

New York—C. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua.

Ohio—Albert Ely, Jr., Cleveland; W. H. Miller, Box 245, Columbus.

Pennsylvania—George D. Gideon, 17 North Seventh Street, Philadelphia.

Province of Ontario—John Moodie, Hamilton.

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

Rhode Island—

Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meinecke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

NOTICE TO CHIEF CONSULS AND REPRESENTATIVES.

Please send me at once your correct Post-Office address for insertion in this list. Also notify me promptly of any change in your address.

Respectfully yours

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

45 W. THIRTY-FIFTH STREET, 1
NEW YORK, May 31, 1883.

ANNUAL MEMBERSHIP ASSESSMENT.

All members of the League are hereby notified that their annual assessment is now due, and that a prompt remittance is desired. Those resident in the States of Massachusetts, New York, New Jersey, and Michigan, where L. A. W. Divisions have been organized, will remit to the Division Treasurer—all others to the General Treasurer of the League—by Check, Draft, or Post Office Money Order. The tickets of membership for the current year are daily expected, upon receipt of which you shall have our immediate attention.

W. V. GILMAN,
P. O. Box 1487, Nashua, N. H. Treasurer.

NOTICE TO BICYCLE CLUBS.

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

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

NEW YORK STATE DIVISION.

OFFICERS.

Chief Consul—N. M. Beckwith, 21 West Thirty-seventh Street, New York.

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

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

Representatives—C. K. Alley, Buffalo, New York; A. G. Coleman, Canandaigua, New York.

All applications for membership in the League of American Wheelmen from residents of New York State, and any inquiries concerning the New York State Division, should be addressed to Benj. G. Sanford, Secretary, Box 2425, New York.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer, Lewis H. Brown, Elmira, N. Y.

NEW JERSEY STATE DIVISION.

OFFICERS.

Chief Consul—L. H. Johnson, Orange, N. J.

Representative—H. C. Douglas, Newark.

Secretary—Harold Serrell, Plainfield, N. J.

Treasurer (pro tem.)—Fred. Provost, New Brunswick.

All applications for membership in the League of American Wheelmen from residents of the State of New Jersey, and any inquiries concerning the New Jersey State Division, should be addressed to Harold Serrell, Secretary, Plainfield, N. J.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer (pro tem.), Fred. Provost, New Brunswick.

MASSACHUSETTS STATE DIVISION.

OFFICERS.

Chief Consul—Edward K. Hill, Worcester.

Representatives—C. L. Clark, Newton; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Weber, Gloucester.

Secretary—Fred. P. Kendall, Box 889, Worcester.

Treasurer—Chas. P. Shillaber, 124 State Street, Boston.

All applications for membership in the League of American Wheelmen from residents of the State of Massachusetts, and any inquiries concerning the Massachusetts State Division, should be addressed to Fred. P. Kendall, Box 889, Worcester, Mass.

MICHIGAN STATE DIVISION.

OFFICERS.

Chief Consul—Chas. D. Standish, Detroit.

Representative—George K. Root, Detroit.

Secretary—W. C. Marvin, Ovid.

Treasurer—G. E. Gorham, Marshall.

All applications for membership in the League of American Wheelmen from residents of the State of Michigan, and any inquiries concerning the Michigan State Division, should be addressed to W. C. Marvin, Secretary, Ovid, Mich.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, C. E. Gorham, Marshall.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owner's risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio Central, New York, Chicago & St. Louis; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy; Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft. Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandalia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul.

Special permits over roads that have not yet issued general instructions can be secured by applying to the nearest member of the Committee, or the Chairman.

TRANSPORTATION CHARGES.

Pennsylvania—25 cents for 50 miles or less, and half cent per mile over fifty.

Boston & Maine R. R. and Eastern R. R.—25 cents for 50 miles or less, and 50 cents for all distances over 50 miles.

THE D. L. & W. WITHDRAWS.

OFFICE DEL. LACK & WESTERN R. R.)
PASSENGER DEPT.,
NEW YORK, May 17, 1883.

Dr. A. M. Beckwith, New York.

DEAR SIR: I am sorry to have to inform you that the President has cancelled my order in regard to free transportation of bicycles.

W. F. HOLWILL,
Gen. Pass. Agent.

APPLICATIONS FOR MEMBERSHIP L. A. W.

NEW YORK, June 15th, 1883.

The following is a list of applicants for membership received up to date and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and addresses are correct, and report any error at once to

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

Southbridge Bi. Club—add.:

- 3741—Leon E. Young, Southbridge, Mass.
- 3742—Paul Denis, Southbridge, Mass.
- 3743—Alfred E. Morton, Southbridge, Mass.
- 3744—Edward A. Bacon, Southbridge, Mass.

Moorestown Bi. Club—add.:

- 3746—Chas. Atkinson, Moorestown, N. J.
- 3747—James Moore, Moorestown, N. J.
- 3748—Frank G. Stroud, Moorestown, N. J.
- 3749—Wm. J. Morrison, Moorestown, N. J.
- 3750—W. C. Wiltshire, Moorestown, N. J.
- 3751—Howard G. Taylor, Hainesport, N. J.

New York Bi. Club—add.:

- 3755—Edward L. Gridley, 2 and 4 Bridge street, N. Y.
- 3756—W. R. Anthony, 38 Whitehall street, N. Y.
- 3757—R. W. Bacot, 52 William street, N. Y.
- 3758—E. L. Young, 87 Broad street, N. Y.
- 3759—Mrs. Edwin W. Adams (Hon. Mem.), 226 West Fifty-ninth street, N. Y.
- 3760—H. B. Washington, 728 Fifth avenue, N. Y.
- 3761—Mrs. J. C. Mott (Hon. Mem.), 230 West Fifty-ninth street, N. Y.

Citizens Bi. Club—add.:

- 3771—J. C. Case, 355 Canal street, N. Y.
- 3772—E. N. Blue, 200 Worth street, N. Y.
- 3773—James I. Gulick, 26 West street, N. Y.
- 3774—Alfred Eaton, 206 West Thirty-ninth street, N. Y.
- 3775—W. G. Bates, Box 1666, N. Y.
- 3776—C. H. Schmidt, 241 East Twenty-first street, N. Y.

Fairmount Bi. Club:

- 3777—Fred. C. Dunn, 1624 Chestnut street, Philadelphia, Pa.

Cornell Bi. Club:

- 3778—Jos. Lorber, Box 279, Ithaca, N. Y.

Derby Wheel Club:

- 3779—Lester E. Hickok, Birmingham, Conn.
- 3780—Eugene W. Lucas, Birmingham, Conn.

Connecticut Bi. Club—add.:

- 3795—Geo. H. Burt, 31 Canton street, Hartford, Conn.
- 3796—Chas. A. Kellogg, 58 Miles street, Hartford, Conn.
- 3797—Chas. E. Chase, 583 Asylum avenue, Hartford, Conn.
- 3798—Geo. E. Marsh, 25 Pleasant street, Hartford, Conn.
- 3799—Robert F. Way, 94 Bellevue street, Hartford, Conn.
- 3800—W. S. Colton, 255 Laurel street, Hartford, Conn.
- 3801—Arthur J. Wells, 766 Asylum avenue, Hartford, Conn.
- 3802—Arthur H. Bradley, 80 Edward street, Hartford, Conn.
- 3803—Harry S. Conkling, 983 Asylum avenue, Hartford, Conn.
- 3804—Geo. Leffingnell, 665 Main street, Hartford, Conn.
- 3805—Louis B. Hubbard, State Capitol, Hartford, Conn.
- 3806—Harris Parker, 47 Buckingham street, Hartford, Conn.

Rutland Bi. Club—add.:

- 3807—J. H. Francisco, Rutland, Vt.

Alpha Bi. Club—add.:

- 3822—J. Samuel Wolfe, Bethlehem, Pa.
- 3823—Frank H. Brunner, Bethlehem, Pa.
- 3824—Henry A. Krause, Bethlehem, Pa.
- 3825—Frank H. Erwin, Bethlehem, Pa.

Lawrence Bi. Club—add.:

- 3826—Howard H. Gage, Box 97, Haverhill, Mass.

Woodstown Bi. Club:

- 3830—Enoch H. Fogg, Woodstown, N. J.

Unattached:

- 3736—Edward P. Comins, Lock Box 23, Concord, N. H.
- 3737—C. Pliny Brigham, Oak Lodge, McCulloch and Preston streets, Baltimore, Md.
- 3738—Chas. L. Flack, 433 Madison avenue, Baltimore, Md.
- 3739—T. A. Hoge, Wheeling, West Va.
- 3740—Jacob W. Grubb, Wheeling, West Va.
- 3745—J. F. Maynard, Box 140, Lexington, Mass.
- 3752—R. L. Armstrong, Augusta, Ky.
- 3753—J. L. Fleming, Augusta, Ky.
- 3754—Wm. G. Heberhart, Lock Box 172, Madison, Ind.
- 3761—W. H. More, 299 McDonough street, Brooklyn, N. Y.
- 3762—Fred. Harris, Dover, N. J.
- 3763—F. W. Jay, 157 S. Market street, Canton, O.
- 3764—Julius O. Weber, 30 North Cherry street, Canton, O.
- 3765—Geo. Renzenbrink, 7 Liberty street, Canton, O.
- 3766—M. P. Fry, Canton, O.
- 3767—H. M. Arnold, Bradford, Pa.
- 3768—F. L. Cornish, Sherman, Ky.
- 3769—Harry A. Woodward, 19 West street, Worcester, Mass.
- 3770—Fred. P. Bergh, 476 Broome street, N. Y.
- 3781—Irving H. Reynolds, Pelham Manor, Westchester Co., N. Y.
- 3782—G. Osmar Reynolds, Pelham Manor, Westchester Co., N. Y.
- 3783—Allan Wheeler, 255 West Forty-fifth street, N. Y.
- 3784—Theodore S. Myer, 34 East Fifty-seventh street, N. Y.
- 3785—E. L. Beckwith, 60 Twenty-second street, Galveston, Texas.
- 3786—Alfred A. Kendall, Portland, Me.
- 3787—Edwin J. Mabbett, Empire Steam Laundry, Baltimore, Md.
- 3788—Rev. W. H. Fish, 18 Fourth street, Troy, N. Y.
- 3789—Chas. H. Burner, Newark, Ohio.
- 3790—Will. E. Fulton, Newark, Ohio.
- 3791—Frank Kibler, Newark, Ohio.
- 3792—Lumley Evans, Newark, Ohio.
- 3793—Chas. Kibler, Jr., Newark, Ohio.
- 3794—Samuel F. Punderson, 12 Center street, New Haven, Conn.
- 3809—S. Augustus Wells, Jr., 1,067 Madison avenue, N. Y.
- 3810—John A. Pallister, Ottumwa, Wappaboo Co., Iowa.
- 3811—Wm. H. Pallister, Ottumwa, Wappaboo Co., Iowa.
- 3812—Samuel D. Sturges, Ottumwa, Wappaboo Co., Iowa.
- 3813—A. Lincoln Eaton, Ottumwa, Wappaboo Co., Iowa.
- 3814—A. B. Post, Ottumwa, Wappaboo Co., Iowa.
- 3815—Frank Hariman, Ottumwa, Wappaboo Co., Iowa.
- 3816—John Gibbs, Ottumwa, Wappaboo Co., Iowa.

- 3817—Charles M. Wolworth, Ottumwa, Wappaboo Co., Iowa.

- 3818—Walter Cephart, Ottumwa, Wappaboo Co., Iowa.
- 3819—Homer Thrall, Ottumwa, Wappaboo Co., Iowa.
- 3820—J. Reynolds Adriance, Poughkeepsie, N. Y.
- 3821—G. Reynolds Camp, Hockport, N. Y.
- 3822—Miss M. T. Jenkins, 45 West Thirty-fifth street, N. Y.

- 3827—Augustus P. Bennett, Jersey City Heights, N. J.
- 3828—Robert D. Mead, Newark, N. J.
- 3829—James H. Worden, Newark, N. J.

Altoona Bi. Club:

- 3832—Geo. F. Lovell, Altoona, Pa.

Tremont Bi. Club:

- 3835—Cerre Newhall, Medford, Mass.

Marietta Wheel Club—add.:

- 3839—Geo. B. Rudicill, Marietta, Pa.

Bremen Bi. Club:

- 3840—Fritz von Bernutti, Bremen, Germany.

Meteor Bi. Club—add.:

- 3841—Stanley B. Huber, Detroit, Mich.

Detroit Bi. Club—add.:

- 3842—B. J. Holcombe, 153 Woodward avenue, Detroit, Mich.
- 3843—C. H. Smith, 153 Woodward avenue, Detroit, Mich.
- 3844—Chas. Kudner, 8 Walker Block, Detroit, Mich.
- 3845—R. H. Weekes, 30 Congress street, West Detroit, Mich.
- 3846—R. A. Jones, care Michigan Malleable Iron Co., Detroit, Mich.
- 3847—Wm. W. Harrington, care Hargreaves Manufacturing Co., Detroit, Mich.
- 3848—Chas. E. Alvord, care G. R. Angell, Detroit, Mich.
- 3849—F. C. Curtis, care J. L. Hudson, Detroit, Mich.
- 3850—Fred. M. Warner, Farmington, Mich.
- 3851—Harry L. Shaw, East Saginaw, Mich.
- 3852—F. W. Bliss, 651, Cass avenue, Detroit, Mich.

Unattached:

- 3831—Chas. C. Whedon, 72 Duane street, N. Y.
- 3833—W. H. Lapham, 35 First avenue, Cedar Rapids, Iowa.
- 3834—Fred A. Brown, 3937 Pine street, West Philadelphia, Pa.
- 3836—Arthur H. Metcalf, Pawtucket, R. I.
- 3837—Benj. W. Gardner, Pawtucket, R. I.
- 3838—Julian A. Chase, Pawtucket, R. I.
- 3853—Otis Fuller, St. Johns, Mich.
- 3854—Ralph H. Alward, Battle Creek, Mich.
- 3855—C. W. Wagner, Ann Arbor, Mich.
- 3856—H. E. Winsor, Marshall, Mich.
- 3857—E. P. Johnson, Marshall, Mich.
- 3858—S. J. Burpee, Marshall, Mich.
- 3859—Frank A. Verner, Marshall, Mich.
- 3860—F. W. Court, Marshall, Mich.
- 3861—C. H. McClure, Marshall, Mich.
- 3862—H. E. Bordwell, Marshall, Mich.
- 3863—Arie De Veos, Battle Creek, Mich.
- 3864—Harry E. Baldwin, Ovid, Mich.
- 3865—Robert Armour, Ovid, Mich.
- 3866—Harry C. Tillotson, Ovid, Mich.
- 3867—M. A. Marshall, Ovid, Mich.

L. A. W. RENEWALS.

Week ending June 3, 1883.

- 2325—W. H. Harrison, Mercer, Pa.
- 3112—Clarence Marsh, 335 East Chicago avenue, Chicago, Ill.
- 175—E. M. Gilman, 8 Prospect street, Nashua, N. H.
- 2694—J. T. Schermerhorn, P. O. Box 1067, Schenectady, N. Y.
- 3131—Wm. A. Hurlbutt, Stamford, Conn.
- 3668—W. L. Baldwin, 114 Main street, Stamford, Conn.
- 394—Thomas Earle, 3 Home street, Worcester, Mass.
- 27—Fred. S. Pratt, 22 Front street, Worcester, Mass.
- 108—J. S. Dean, 8 Pemberton square, Boston, Mass.
- 129—Frank W. Weston, Savin Hill, Boston, Mass.
- 383—Edward K. Hill, 195 Front street, Worcester, Mass.
- 1615—F. P. Kendall, P. O. Box 889, Worcester, Mass.
- 378—J. J. Valentine, Framingham, National Bank, Framingham, Mass.
- 3386—J. B. Griffith, P. O. Box 31, Steubenville, Ohio.
- 427—Elliott Mason, 214 East Thirty-fourth street, N. Y. City.
- 3295—John B. Sangster, Moncton, N. B.

Connecticut Bicycle Club, Hartford, Conn.:

- 711—Geo. H. Day, Hartford
- 710—Frank E. Belden 811 Asylum avenue.
- 707—T. Belknap Beach, 218 Main street.
- 1840—T. Sedgwick Steele, 71 Woodland street.
- 2669—Chas. G. Huntington, 149 Albany avenue.
- 2667—W. H. Champlin, 219 Park street.
- 2668—L. D. Hitchcock, 1183 Broad street.
- 573—Clark Lawrence, 357 Capitol avenue.
- 1606—Henry S. Redfield, 64 Main street.
- 1897—Chas. Adams, 21 Tonnley street.
- 2670—E. L. Purdy, Trinity College
- 3239—Stephen Terry, 771 Asylum avenue.

709—Fred. C. Billings, 86 Buckingham street.
 2421—Fred. W. Davis, 123 Washington street.
 3329—N. G. Allen, Athens, N. Y.
 1429—James R. Torrance, 10 Hall Building, Troy,
 N. Y.

Alpha Bi. Club, Bethlehem, Pa.:

3563—James S. Dodson, Bethlehem, Pa.
 3564—H. B. Eggert, Bethlehem, Pa.
 3565—Chas. C. Knauss, Bethlehem, Pa.
 3566—Frank Lerch, Bethlehem, Pa.
 3567—C. F. Smith, Bethlehem, Pa.
 3568—James E. Knauss, Bethlehem, Pa.
 3569—Wm. S. Winterstein, Bethlehem, Pa.
 3571—Frank Leibert, Bethlehem, Pa.
 2304—Geo. Neilson, Bethlehem, Pa.

ANNUAL REPORT OF THE CORRESPONDING
 SECRETARY L. A. W.

Mr. President and Gentlemen: This anniversary properly closes the third year of our organization; and how successful a one, may be but partly determined from the following statistics, as the spirit of interest, we trust, is awakened, must show its fruits in the years to come.

Since December 1st, 1882, 925 communications have been received and answered, creating a correspondence of over eleven hundred letters. Of the 1,135 applications for membership received since the last Meet, 912 are from clubs, and 223 from unattached riders, completing the League roll of 2,131, to date. Apropos of the subject of change in the membership dues, it may be mentioned that of the above applications from clubs, 727 were received at the half rate, 50 cents per capita, and 185 at \$1.00. Nine applications have been protested for infringements of the Amateur Clause; of these 2 have been sustained by the investigations of the Membership Committee, while 2 are pending further inquiry.

The names of 52 new clubs have been added to the roll, making a total of 172. This number, however, includes several organizations which have withdrawn their membership, or ceased to exist, since securing a numerical position. The 2,131 members of the League are divided by States, etc., as follows:

California.....	16	New York.....	360
Colorado.....	2	North Carolina...	5
Connecticut.....	101	Ohio.....	216
Delaware.....	2	Pennsylvania.....	238
Dist. Columbia...	7	Rhode Island.....	31
Illinois.....	95	South Carolina ..	8
Indiana.....	3	Tennessee.....	1
Iowa.....	4	Vermont.....	12
Kentucky.....	29	W. Virginia.....	1
Louisiana.....	1	Wisconsin.....	55
Maine.....	20	Arizona.....	1
Maryland.....	58	Montana.....	5
Massachusetts.....	518	Wyoming.....	10
Michigan.....	42	Nova Scotia.....	4
Minnesota.....	6	Prov. of Ontario..	23
Missouri.....	55	Prov. of Quebec...	43
Nebraska.....	13	Belgium.....	1
New Hampshire...	59	England.....	11
New Jersey.....	74	Germany.....	1

It was hoped that some statistics regarding the club organizations of the League could be given at this time; but returns on the subject are incomplete and the making of such report impracticable at present.

For the March elections, about 1,800 voting blanks with circulars were mailed, to which over a thousand replies were received, with results as published in recent issues of the *Bicycling World* and *WHEEL*.

Since then 2,200 copies of the League Constitution and By-Laws have been distributed among the officers and members, with circulars pertaining to League interests and this anniversary. In all, 10,000 circulars, etc., have been distributed during the last six months to members and others; and it is gratifying to state that inquirers have almost invariably become applicants.

New route slips and circular certificates have been modeled after the old ones, and are now

in hand awaiting the call of Chief Consuls and Representatives.

One circular to these officers, urging more active interest, has met a responsive success most gratifying, but one which will doubtless be largely increased during the coming season.

Consular appointments have been made in Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, and Ohio, and this work, too, will surely meet with better success now with interest more thoroughly awakened.

No hotel appointments have been made outside of Massachusetts and Ohio, and there is room for some improvement in this branch.

It has been the aim in compiling this report to give tangible facts and figures, which, though not as *satisfying* in a few respects as some of our enthusiastic members could desire, show a distinct and well-marked growth; and after even a casual review, the League must congratulate itself on having secured a firmer basis than ever before; and on this to build future years of the progressive success, which is certainly in store. With our rapidly-growing membership, the increase of which is 35 per cent. larger than that of last year, the active, responsive interest of each member is needed to secure this; and with that in the hands as well as the hearts of our State officers such success is at the doors of the League.

We are closing a year of marked progress; but with aggressive interest in the hearts and hands of each one the past will be but a brief anticipation of the future.

In closing, the Corresponding Secretary would express sincere thanks to the officers and members of the League, with whom it has been a genuine pleasure to hold correspondence, for the kindly and courteous manner in which his efforts to serve the interests of the organization have been received, and with the heartiest best wishes for the L. A. W., this report is respectfully submitted,

FRED T. SHOLES,

Cor. Sec'y pro tem.

AMENDMENTS TO RULES.

The following amendments have been submitted to the Board of Officers:

MAIL VOTE, NO. I.

NEW YORK, JUNE 8, 1883.

To the Board of Officers, L. A. W.

In view of the amount of unfinished business, it has been deemed expedient by your President to submit to the Board of Officers the following proposed amendments to the rules, and request an immediate expression of opinion, as provided for in the following rule:

RULE 13.—The President and Corresponding Secretary may, at any time, submit any matter of business properly before the Board, in writing, in the form of a vote or resolution, to each member of the Board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the President shall declare such vote or resolution carried, and it shall be taken as the action of the Board, as if done at a regular meeting, and an appeal may be taken to the full Board, in the foregoing manner, when six or more members desire to appeal from the action of any business meeting, at which they may have been present or not.

The amendments to Articles III. and IV. of the Constitution, together with the proposed amendments to Rules 25 and 26, and Racing Rule 17, will be submitted to the membership of

the League at large, in accordance with the resolution of the Board of Officers at their meeting at Worcester, Mass., March 27, 1883. The amendments, raising the dues of the League to \$1.50, have been withdrawn.

PROPOSED AMENDMENTS.

RULE 22.—Where applications are received and accepted after the first day of April, in each year, the applicant will be entitled to receive a membership ticket, good to the end of the ensuing League year.

RULE 27.—In first clause, strike out the words "badge and." In last clause substitute "it" for "these."

RULE 33.—Cancel and substitute the following:



(a) The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim, at equal distances apart, and the letters "L. A. W." on the spokes between the wings.



(b) The emblem of a Chief Consul shall be two arrows crossed, and a small shield or plate upon them, bearing the initials of the State over which he presides.



(c) The emblem of a Representative shall be a single arrow bearing a small shield or plate upon it, bearing the initials of his State.



(d) The emblem of a Consul shall be simply an arrow above the badge.



(e) Other officers may be designated by the title of their office engraved upon a bar and worn above the badge.

(f) The wearing of badge or emblems shall be optional.

RULE 34.—Cancel and substitute: Each member shall pay to the Treasurer of his State Division, on or before the first day of June in each year following his admission to the League, the sum of \$1.00 as a membership fee, and shall forward therewith his name and address, and the membership number of his old ticket, and thereupon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule before the following first of July shall be notified of his delinquency by his Division Treasurer, the notice to contain a copy of this rule. If he shall still fail to comply

with the rule until the following first of September, he shall forfeit his membership, and his Division Treasurer shall report his name to the Corresponding Secretary, who shall cause his name to be stricken from the roll. Any one having thus forfeited his membership shall have the right to appeal to the Membership Committee, and their decision shall be final. If rejected he can again become a member only in the manner provided for in the rules for first admission. Members who are not within the jurisdiction of any State division shall remit their dues in the manner above provided, to the general Treasurer of the League, who shall notify delinquent members as above set forth.

Please fill out this blank and return it at once to the Corresponding Secretary. No votes received after the first day of July will be counted. Please use the inclosed directed envelope, and give the matter your immediate attention.

By order of

N. MALON BECKWITH,
President L. A. W.

FRED. JENKINS, Cor. Sec'y L. A. W.,
45 West 35th street, New York.

[Up to date replies have been received from only a few, which leads us to think that many have not as yet received the circular. If such is the case the Cor. Secretary will be happy to send duplicates upon application.]

CENTRAL PARK AT LAST.

THE INFLUENCE OF THE LEAGUE—THE HOURS FOR RIDING—CONDI- TIONS IMPOSED.

Just one year ago—almost to a day—there was organized in this city a club composed of eight or ten business and professional men. They were all new riders, with few exceptions, but made up in quality what they lacked in skill. Among their first resolutions was one that said the object of the club should be, the "placing of bicycling on a firm footing in New York," and "the opening of the Central Park." How little they realized that what they most desired was to come to pass before the first annual meeting of this club. Last Tuesday the Citizens' Bicycling Club—now forty-seven strong—held their first annual meeting, and received the report of their committee, that Central Park had been thrown open to the members of the League of American Wheelmen, under certain restrictions, and limited to certain hours, but enough to enable wheelmen to show by actual practice that they can use the Park drives without interfering with the drivers of other pleasure carriages.

At the meeting of the Park Commissioners held on Friday, June 8th, the application made by the Citizens Bicycle Club in the name of the League, was taken up, and a resolution passed allowing its members to use the West Drive of the Park, entering at the 59th street and 110th street gate, between the hours of 12 midnight and 9 in the morning.

PASSES.

To obtain the necessary pass, members must apply to President N. M. Beckwith, 21 West 37th street, who will countersign their League ticket. The applicant must then go to Secretary Barker of the Park Commissioners, 36 Union Square, who will issue the necessary document. League tickets for 1881 will not be recognized, and those for 1882 will only be accepted up to July 1st. Members who wish to embrace the Park privileges should see that their dues for the ensuing year are paid promptly.

RIDING RULES.

Bicyclers and tricyclers who are members of the League of American Wheelmen, and have the requisite pass, may enter at the Eighth avenue and 59th street and 110th street and Seventh avenue gates, between the hours of 12 midnight and 9 in the morning, using only the West Drive of the Park.

Wheelmen must not ride more than two abreast, and must keep to the extreme right of the road, both going and coming. No coasting will be allowed under any circumstance.

Lighted lamps must be carried between 12 o'clock and daybreak.

Moderate use should be made of both whistles and bells, and the greatest possible care should be taken to prevent accidents of any description.

Only competent riders will be admitted to the Park, and the President of the League is held responsible for the conduct of those admitted to the Park.

RACING BOARD REPORT.

To the President and Board of Officers L. A. W.

GENTLEMEN: Since my report at the spring meeting, held at Worcester, the Racing Board have had under consideration several applications for sanction to race meetings which have been approved and run according to the League rules.

The Board have also under consideration a set of rules defining the duties of field-officers at race meetings, which will shortly be issued with the revised rules, as soon as the "amateur rule" and the "measurement of tracks" have been decided.

Regarding the subject of track measurement, your Board is almost unanimously in favor of the 18-inch standard of measurement for all racing tracks. The Bicycle Union of England have adopted the 12-inch measurement, but we think it best to be in accordance with the athletic standard of this country which favors the 18-inch rule. This certainly seems to be a fair and just standard, and we trust the League will favorably consider our recommendation.

A proposition has been made by the Springfield Bicycle Club to furnish medals to the League for a ten and twenty-five mile championship, and a one mile tricycle championship. The only condition imposed that the first competition take place at Springfield in September. These medals will remain the property of the League, and be competed for annually, under the rules governing championships. The matter will be placed before the Board immediately, and the results published.

The Board were to have had a meeting last evening, but no quorum was present. I regret exceedingly in consequence to be obliged to present this rather incomplete report.

Yours respectfully,

FRED. JENKINS,
Secretary Racing Board.

NEW YORK, May 28, 1883.

CORRESPONDENCE.

OUR SPRINGFIELD LETTER.

We have Prince and wife with us this week, and well-authenticated rumors are afloat to the effect that Springfield will hereafter be his headquarters. I hope so; and in the event of its being true, Springfield will probably put four or five more men on the racing track this year. Hendee is in training for the \$1,000-cup, and is making some remarkably good time. Elwell, Foulds, Taylor, and Buckler, may be seen most any evening on the track, and all have been making some good time. Elwell, particularly, is showing considerable speed, and surprising many of

his friends. I think he can easily distance Norton now, although it was a foregone conclusion at the Harvard races that Hendee was going to be "badly left" by Norton. It seems rather odd that no one but Rood entered in the one-mile L. A. W. race, at New York, which Hendee captured. Our Tournament is progressing finely. The Boston Club have voted to attend in a body, bringing with them their own cook, etc., etc.; and over 800 wheelmen, west of Buffalo—most of them unattached—have made their arrangements for tents, etc. We have just secured, by scouring the whole State, 316 tents, with a capacity for accommodating over 3,500 men, and these tents will be occupied by wheelmen only. Our racing track will be the best in the United States. Bertie Le Franc has accepted the offer of the Springfield Club, and, in the Boston *Sunday Herald*, June 10th, challenges any four bicycle riders in the country to race her twenty miles on September 18th, at our races. (The club voted \$500 for this race.) She makes a clause in her proposition, stipulating that the men shall alternate every two miles, while she will change horses every mile, and use ten horses. This will be one of our most exciting races, and ought to bring forth some fine speed. Both Yale and Harvard have appointed their committees to make the necessary arrangements for our forthcoming Meet; and we are waiting for the action of their joint committee, for the trophy. This will be an elegant prize, as the club have unanimously voted to make it the best prize ever raced for, either in this country or Europe. Hamilton, of Yale, is understood to go in training soon, and much doubt is expressed about Norton's beating him. Hamilton is a prime favorite here, but I do not think he can beat Norton on the track. News just comes in that you New Yorkers have secured Central Park! Is it so? Shake hands!! I am indeed truly glad, for really you deserve it. I take back every word I ever uttered against your Park Commissioners, and for every unjust (?) thought I ask their pardon. The League Meet did the business. I thought it would. Who dare say the League is of no use? If such a one be found, let him be hereafter assigned to everlasting —. Now, one word: please don't get so big-feeling, and so utterly oblivious of your less-fortunate friends, that you can't be touched with a ten-foot pole! Of course, we will make due allowance for the first two or three weeks. We cannot expect to find you in your right mind, for a time at least.

Now a suggestion: In my judgment, the League Meet ought to be held, next year, at Woodstown, N. J. They have about the same thing to overcome there that you had. Now, if it is not premature, I, for one, say Woodstown. Let's all go to Woodstown in a body, and if they don't repeal their silly ordinance, then I miss my guess. The *World* comes out this week with the information that it is reported Springfield has passed an ordinance, requiring wheelmen to carry a continuously-ringing bell. This is previous. No such thing has been done. Springfield isn't Woodstown. We didn't lie down, and let them step on us. President Ducker would die of grief, if the Springfield Common Council were of the same calibre as the Woodstown officials. I hope it will never be my painful duty to inform you that Springfield was the first to handicap the Springfield Bicycle Club. Our new club-rooms were formally opened Thursday night to the public, and were handsomely decorated with flowers, banners, bunting, etc., while an orchestra did the musical part up in fine shape. Over 2,800 people visited the rooms during the evening, and every one expressed themselves highly pleased with them. The club feel very proud of them, and think they have got the nicest club-rooms in the country. The life-size portrait of Hendee was greatly admired.

He has a very careless attitude in the picture, and his racer rests lightly against his right shoulder. I can't tell you as much about these rooms as I would like, but when you come here in September you can see for yourself.

A. LESTER.

SPRINGFIELD, Mass., June 11, 1883.

OUR REPRESENTATIVE OUT WEST.

Editor of the Wheel: Here we are in this land of sunshine, flowers, oranges, wine, and last, but not least, of bicycling. Have been here nearly two weeks and this is the first opportunity I have had of taking my pen in hand. The reason forsooth is taking advantage of a slow train to Pomona, in company with my nephews, to try hunting California quail and writing while on the cars. We could not leave our iron steeds behind, but have them in the baggage-car (having secured, through acquaintance with railroad officials, free passes for our wheels from home to San Francisco and back, including intermediate stations). This is truly the country for bicycle riding. The roads that have scarcely any labor bestowed upon them, are as smooth as a floor, with scarcely a stone to be found, and very little sand. The soil packs down so hard after a shower that the iron worn off the horses' shoes glistens in the sun, looking like a "nickle-plated road." The city of Los Angeles, with a population of about 22,000, is situated on a river of the same name, and distant from Santa Monica, the seaport town, 17 miles, affords many attractions to the tourist. Coupled with the pleasure and independence of a bicycle rider, one can find abundant means for pleasure and enjoyment. The streets are well sprinkled at night, and the driving on them packs the soil down very hard and smooth. I had the pleasure of meeting Mr. De Lancy Stone, a member of the Oakland Club, and was surprised to hear him say that the roads around there were infinitely superior to those here. Well, it made me happy to think I was going there. My friends at the East don't think you have the best country for riding, for if you would come out here with your wheels you would find yourselves greatly mistaken. I am also told that there are not more than ten days of the whole year but that you can ride with ease. I flatter myself of having the happy faculty of deriving about as much enjoyment out of my surroundings as most any one, but I don't remember ever being so surfeited. So many excursions; so much to see; so many proffers of kindness, that one seems to be in a constant whirl of excitement. I am fully convinced that I would rather travel in the West as a bicyler with my wheel, than under the auspices of any other society. My nephew and I are the first visitors from the East, and probably for that reason we have had particular attentions shown us by the L. A. B. C. They had been apprised of our coming through THE WHEEL, and were all ready to receive us.

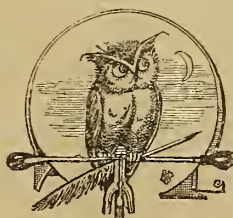
They are a very fine set of strong fellows, twelve in number, are all mounted on Harvards, and ride well. We were pleased to be present at their monthly meeting, and, I think, through some "missionary" work of mine, they voted to join the L. A. W. as a club, and also to adopt the Lamson L. C. They have just received their king-of-the-road lamps, and in the evening we make the electric lights look dim. Twelve brothers of blood relation could not have shown us more marked kindness, for they have not only helped us in every way, when our wants were made known, but often anticipated them.

To get back to my starting point, how delightful it is sitting by the open car window, with temperature about 70 degrees, while the train is waiting at San Gabreal, a valley of about three miles intervening between the station and the base of the Sierra Madre Mountains, capped

with snow. Perched up on the foot hills is Sierra Madre villa, a resort of exquisite beauty, surrounded by orange groves, trees loaded with their golden fruit, pomegranates just bursting their buds, the eucalyptus and pepper, the shade trees of the country in full foliage, together with every variety of palm and flower known only to our green-houses at home, now in full bloom in the open air. At 5 P. M. we reach Pomona, our destination, strap our guns on our luggage-carriers, and start for the hunting grounds on our wheels, two miles distant, but before being able to find a flock of quail the sun disappeared behind the mountains, when we remounted and made our way back, expecting better things on the morrow. Will give the quail hunt in my next.

RUEDA.

LOS ANGELES, March 3, 1883.



The Park at last.

Won't some one else please start a few more new Leagues just to keep the boom up in that direction?

As I wrote the above sentence a neighboring hand-organ was grinding out, "When the leaves begin to fall." It seems to me that all of these attempts at new Leagues, etc., will succeed just about, *when the leaves begin to fall—in June.*

No permit, no Park.

Sanford, the worthy Secretary of the State League as well as the Ixions, now rides with one handle-bar only. He gives, as a reason, that he is so constantly engaged in lifting his hat with one hand to return the salutations of admiring maidens, that he has no use for but one handle-bar. Pitman says that if this reason is admissible, *he* will have to ride without any handle-bars; since his admirers are as two to one in comparison with the Secretarial ones.

Non-League, non-license.

"Patsey Ixion" has come out in his new summer uniform, now that is he has had his tail trimmed.

Two members of the Baltimore Junior Wheelmen passed through here on their way to Boston on Monday. They were furnished with particulars as to route and credentials to L. A. W. Consuls, by City Consul Pitman.

The city clubs are already beginning to find their ranks thinned by the desertion of their members to their homes in the country and at the sea shore.

Now has come the season of the year when the ambitious Gotham bicyler, donning his best raiment, bies himself to Coney Island, the fair land of clams and beer, and returning thence, relates most wondrous stories of his ability as a clam and heart destroyer, much to the disgust and disbelief of his less fortunate club-mates, who remaining home have, while melting, meditated much on the proneness of this disease.

"Tartie" Carter leaves this city and the bicycling confraternity for the more æsthetic occupation of punching cattle in the Far West, where Fullerton, of attachment fame, has already become a noted cow-boy.

THE CYCLISTS TOURING CLUB.

FOUNDED (AS THE B. T. C.) IN 1878.

Is an organization of wheelmen, not local or national merely, but broadly *International*, and having a membership some ten thousand strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or City Consul) to Frank W. Weston, Chief Consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address, on receipt of a stamped, directed envelope.

APPLICATIONS.

J. R. Adriance, South Water Street, Poughkeepsie N. Y.; F. P. Kendall, 377 Main Street, Worcester, Mass. E. C. Clarke, 6 Dwight Street, Holyoke, Mass.; W. O. Green, 121 Elm Street, Holyoke, Mass.; Adolph Meinel, Jr., 348 East Water Street, Milwaukee, Wis.

APPOINTMENTS.

Consul for Auburn, N. Y., E. F. Parker; Consul for Stockport, N. Y., Joshua Reynolds; Consul for Poughkeepsie, N. Y., G. W. Halliwell.

CLUB TAILORS.

A. L. Esterbrook, 4 E. 59th Street, New York City B. Schlenker & Son, 1141 Washington Street, Boston, Mass.

THE NEW UNIFORM.

The Club Uniform of the U. S. Branch of the C. T. C. consists of Norfolk jacket, with two pleats front and back. Vest with back of thin flannel. Knee breeches or Knickerbockers. Gray stockings and low cap with visor (Boston Club shape). Riding gaiters, designed for tricycling but suitable for street wear, can also be obtained. The cloth, or the uniform complete, can be ordered from England direct (*vide* club *Monthly Gazette*, March No., page 220), but to avoid delay and reduce the expense which attends the importation of woollens, a *fac-simile* cloth has been woven in this country. The Club Tailors will supply this uniform at the following prices: Norfolk Jacket, \$14.50; Breeches or Knickerbockers, \$6.50; Vest (flannel back), \$5.00; stockings, heavy gray, English niantic knees, any size, per pair, \$2.75, or the entire suit as above \$28.75.

Riding gaiters made of the club cloth will cost \$3.50 per pair. White cotton gloves and low shoes are recommended. The uniform is without linings, is trimmed with dark self-shank horn buttons, and is so made that, to quote the circular issued by the committee, "Flannel has everywhere been adopted as the medium of contact with the body, and in the complete outfit a rider is practically wrapped, yet wrapped lightly, in wool from head to foot."

The club cloth can be obtained by members only from the Cunningham Company, Boston, at the cost price of \$1.35 per yard. Orders for the cloth or uniform should *always be accompanied with the cash*. All orders will be submitted to the Chief Consul before being filled so as to ensure that none but members shall obtain supplies.

The firm of Bent & Bush, 387 Washington Street, Boston, Mass., hatters by appointment to the Boston Bicycle Club, will supply the C. T. C. caps (American) at \$2.00 each.

The Chief Consul hopes that these arrangements will be acceptable, and that each member will at once avail himself of the privilege of wearing a uniform in which comfort and elegance are admittedly so perfectly combined.

THE CLUB HAND-BOOK.

Members can now obtain the new Hand-book for 1883 by sending application and P. O. Order for thirty cents to E. R. Shipton, Esq., Sec'y C. T. C., 140 Fleet Street, London, E. C. England. The Chief Consul hopes in the course of a month or so to have a supply of these books on hand, which he will then furnish to members at the same price.

THE HARROGATE MEET.

The Seventh Annual North of England Meet of the "Cyclists' Touring Club" at Harrogate, will be held on Monday, 6th August next. Every American member now traveling in Europe should make it a point to attend. The last steamship available for the Meet will be the "Cephalonia" (Cunard line), sailing from Boston 21st July next. The C. C. has arranged that club members only can obtain through him first cabin return tickets on this or any previous Cunard steamship at the rate of \$144.



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

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

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

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NEW YORK, JUNE 15, 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. 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.

NEW CYCLING ASSOCIATIONS

are not to be favored without qualification. What is the especial call, for instance, for a New England association, for which Eastern rumors for some time afloat seem likely about to culminate? There are clubs, and county leagues, and State divisions, and the C. T. C., and the League, for regular organizations; and the Worcester and Springfield clubs have provided annual events which have come to be regarded as occasions for general meets.

The parties who are now moving for this new organization were but a short while since able to find in the idea of State organizations connected with and subordinate to and co-operative with the national one, all that was desirable. These are offered from our liveliest wheelmen, can rally membership, map the highways, fight prejudices, promote excursions and meets and races, and supply the needs not met by local clubs; and they foster the clubs and strengthen the larger League.

Now, if the object of any new organization is simply to make some more offices for somebody and gratify a rule or ruin ambition; if it is simply to weaken the L. A. W. and its State divisions by diverting their membership and attend-

ance at their meetings; or, if it is to set up a rival jurisdiction and be openly hostile—then it is not the part of wisdom to encourage it. At least until the present organizations are stronger than they are now, or less efficient, a new one would be more likely to be simply an asylum for discontents and a hindrance to the general cause of bicycling and tricycling.

FROM THE CLUBS.

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

FIXTURES.

JUNE 15—Races at Lancaster, Pa.
" 20—Races at Detroit, Mich.
" 23—Annual Race Meeting Kings County Wheelmen on Grounds of Williamsburgh Athletic Club.
" 23—Ten Mile Race, Druid Hill Lake, 7 A. M., Baltimore, Md.
" 30—Fourth Annual Tour of the Milwaukee Bi. Club, starting from its headquarters, for a run through Waukesha County, extending to July 4th.
JULY 1—Tour in Canada by the Chicago Bi. Club.
SEPT. 18, 19, and 20.—Three days' camp and tournament at Springfield, Mass.

CLOSING OF ENTRIES.

JUNE 16.—Entries close for two mile bicycle race (handicap) and 100 yards slow race, open to all amateurs. One-half mile (novices) and twenty-five mile (club championship), open to members only. First annual race meeting of the Kings County wheelmen. Games, June 23d. at 4 P. M. Grounds of W. A. C., Wythe avenue and Penn streets. Fee, fifty cents. To Wm. H. Austin, 99 Nassau street, New York.

MARRIETTA.—The Marrietta, Pa., Wheel Club, held its annual meeting June 8th, and elected the following officers: President, John J. Carroll; Vice President, Charles S. Spangler; Secretary and Treasurer, Victor M. Haldeman; Captain, Clayton E. Musser; First Lieutenant, Samuel B. Gramm; Second Lieutenant, Benton G. Hipple; Bugler, John P. Libhart; Guide, Jonas E. Witmer; Color-bearer, Elmer E. Lindemuth.

CHALESTOWN.—The Charlestown Bicycle Club assembled at their headquarters in Hancock Square, Wednesday, May 30th, and at 10 o'clock started for Lynn, going by the way of Everett, Malden, and Saugus. After a short rest and dinner at the Revere House, they wheeled their way home over nearly the same route, arriving early in the afternoon.

In accordance with the invitations sent out last week, the members and their friends, to the number of sixty-five, assembled at their newly-furnished room in Reed's building, Hancock square, in the evening, where an informal reception was held and refreshments were served. During the evening remarks were made by the President of the club, Mr. C. W. Howard, explaining the object and usefulness of such an organization to the wheelmen, and thanked those present for the interest manifested in the club by their presence there. Mr. Addie responded on behalf of the guests, and wished the newly-formed organization success in all their undertakings. Amid a general handshaking, the party broke up, the new quarters being much admired by those present. The club have the best wishes of all their friends for their prosperity. The present members of the club are: Captain, C. W. Howard; First Lieutenant, Fred. Nelson; Second Lieutenant, John Vivian; Secretary, Fred. A. Parshley; and Messrs. G. A. Hanson, Arthur R. Smith, Edgar G. Frost, C. Bean, and W. A. Atwell.

NEW YORK A. C. GAMES.

The games of this veteran club were held on June 9th, at their Grounds, Mott Haven. The day was beautiful when the games opened, but became cloudy near the close of the sports. The track was fine at the start, and poor at the finish, but we discussed the reason last week. The attendance was good, as was to be expected, as the meeting was an invitation one both to competitors and spectators. The prizes were handsome silver cups to first and second. The entries were quite numerous, but we missed the "cherry diamond," which is always seen at games in the vicinity of New York.

One mile bicycle race—Chas. A. Reed, N. Y. A. C. (15 yards), time, 3 min. 14 1-4 sec.; Frank Howard, Jamaica, L. I. (20 yards), second, time, 3 min. 17 7-8 sec.; H. O. Talmadge, N. Y. A. C. (150 yards), stopped; won with little trouble.

Three mile bicycle race—R. G. Rood, Ix. Bi. C. (scratch), first, time, 10 min. 33 3-5 sec.; Frank Howard, Jamaica, L. I. (40 yards), second, time, 10 min. 34 sec.; H. O. Talmadge, N. Y. A. C. (200 yards), stopped.

This produced an exciting race. At 1 mile, Howard passed in 3 min. 26 sec., with Rood 3 yards in the rear, and Talmadge 2 yards behind him. At two miles, Rood led in 6 min. 55 1-4 sec., Howard coming next, by 5 yards, Talmadge having given out. Rood rode very wide, almost at the extreme edge of the track, and consequently placed himself at a disadvantage. After passing and repassing one another, Rood finally obtained the lead and passed the finish, the winner by about 5 yards.

THE PLEASURES OF WHEELING IN ARKANSAS.

Editor of the Wheel: I send you this scrap from a St. Louis paper:

A WHEELMAN HALTED.

"The trials and tribulations of the wheelman are many. Russell Gardner and Wm. Biebing are bicyclists of three weeks' standing, and for that length of time have been putting in all their leisure hours taking headers. Sunday the two youths graced the road with their presence on wheels. With the assistance of powerful imaginations they had almost succeeded in working themselves up into the belief that they were having a pretty good time, when, returning home weary and leg-tired, they were halted by a man who presented a revolver at young Gardner's head, with the remark: "Move another inch, and off goes your head. I have had my arm broken once by one of your infernal machines frightening my horse, and I be—if I am going to get hurt again."

This necessitated the youth on wheels doing the 'stand still,' a feat difficult of accomplishment even by the most expert of riders. The result was disastrous. Gardner took another header. The two amateur bicyclists waited in the dust with their machines till the man had driven out of sight. It took them until yesterday morning to recover from the shock. Then young Gardner conferred with his big brother, who has been on the wheels longer, and has taken more headers and frightened more horses. At the instance of his brother he sought legal advice. The result was, he called at the Four Courts yesterday morning with his attorney, Mr. McGinniss, and swore out a warrant against the man who had halted him, and who he learned was John Bardenheier, of 220 Market street."

If many such halts are made, concealed weapons should be part of a bicyclers outfit. What an advantage the wheelman would have against the horseman, either firing from off his steed, or dismounting and using it as a shield. It would have done me good to have read of such an en-

counter in this case. If this lunatic horseman's horse had been frightened by a wheelbarrow or a baby-carriage on a former occasion, would he have drawn his weapon and ordered a halt of the sturdy laborer or nurse (as the case might be), whom he should chance to meet afterward.

No, sir, he would not; and the secret of this display of feeling is a feeling of jealousy by men of mean dispositions.

The wheel is to some extent a rival of the horse—a very successful one at that—and the wheelman is looked upon as rather above the ordinary mortal on account of his accomplishments. Many men cannot bear the sight of another that is their superior; it galls them, and these brutes seem to know who to kick. I hope to read of some accounts where they have met their match.

If anything, I am more of a horseman than a bicyclist, and as such I recognize the fact that either on or behind him a man has to run many risks of accident, even with the best of horses; and the man who is afraid to take these chances had better keep away from horses. A coward is never safe with a horse.

Strictly speaking, the horse and bicycle are not rivals—each have their place. I would not, willingly, do without either—a safe horse for my family, a bicycle for my myself. In the language of the immortal "Lydia Pinkham," I am, "yours for health," JOSEPH P. ANGELL.

PINE BLUFF, June 12, 1883.

PRINCE ACCEPTS.

Editor of the Wheel: I accept Higham's challenge for the International Championship, and will ride him three races—twenty, ten, and five miles—the best two in three to be declared the winner. Enclosed please find fifty dollars to cover the deposit of Mr. Higham. I have signed articles with Higham for \$250 a side, and time and place will be selected when the final deposit is made at your office.

Respectfully,
JOHN S. PRINCE,
Champion of America.

WASHINGTON, June 13, 1883.

THANABICYCLE.

To him, who, in the love of Nature, holds
Communion with her visible forms,
Must ride a Columbia 'cycle in the evening hours.
One feels a thrill of gladness, and he glides
Into the warming sunlight, with a still
And gentle pedalling that steals away
All weariness 'ere he is aware.

To live, and when thy summons come to join
The innumerable caravan that moves
By L. A. W. of wheels, where each shall be
In meets and in the silent runs of speed.
Go then and like a decent man and sign
The long-roll of the League, and be sustained and
soothed
By an unfaltering trust; for you have done
Like as you ought. The knowledge of that deed
Will comfort, and one feels a happy man. F.

THE FIRST RIDE IN CENTRAL PARK.

Saturday night, as the clock struck twelve, seventeen muffled forms emerged from the main entrance of the American Institute Building. Third avenue and Sixty-third street, each leading a bicycle. These seventeen riders had determined to have a jolly ride by moonlight, and on the way home, if possible, to dash through the Central Park. Not a word was spoken until Fifth avenue and Fifty-ninth street had been reached, then Wentworth Rollins, the leader of the cavalcade, blew a blast upon his horn, which caused many a window to be thrown violently open and a number of nightcapped heads to peep forth. This was the signal to mount; the riders sprang into their saddles, and after another blast on the horn, the cavalcade dashed ahead at break-

neck speed over the smooth asphalt road. The party consisted of the following: Mr. Wentworth Rollins, clad in a brown riding suit, with leathern leggings, and his horn slung over his shoulder; then comes Mr. W. Wright, in a suit of gray plaid, with a jaunty polo cap on his head; next comes Mr. Graham, in dark blue, followed by Fred. Jenkins, Charles Noel, George Harrison, E. Foster, Frank Lefell—a youth of but fifteen—E. Noel, another little fellow, and several members of the Brooklyn and Philadelphia clubs. The high rate of speed at which the party was now traveling was kept up until the Southern Boulevard was reached. Then they slackened their pace and settled down to a steady trot. After a short rest the break-neck pace was once more resumed; the horn pealed forth its deafening calls, and away sped the party toward Maccomb's dam. Arrived there the riders dismounted, and sought the shelter of a neighboring inn, where light refreshments were partaken of, and the machines oiled. After a short rest the leader sounded the call, the riders mounted, and the ride home was commenced. When the Eighty-second street entrance of the Park was reached, the party slackened their speed; not a word was spoken and the riders entered the forbidden ground. Once inside, all caution was set aside, and merry laughter was heard on all sides. "Pin afore" and "Fatinitza" were sung over and over again, and the new anthem, "Columbia," was borne along the breeze. Not a policeman was to be seen, and the riders were congratulating themselves upon having so far escaped the vigilance of the guardians of the Park, when a loud snore was heard near by. Upon investigation it was ascertained that the snore proceeded from a gray-coated sentinel, who was lying prone upon a bench. The order was given, to move silently, and the gay cavalcade had all but passed the bench upon which the policeman was lying, when that worthy suddenly sprang to his feet and blew a shrill call upon his whistle, for assistance. But the midnight riders heeded him not; Rollins once more blew his horn and away the riders dashed, regardless of the protestations of the watchman. But they soon concluded that discretion was the better part of valor, and after a short but rapid ride escaped through another entrance. Many falls were sustained after the boulevard had been regained—one youth, especially, who was dressed in a suit of yellow buckskin, was continually falling. At the corner of Sixty-ninth street a huge tub of mortar was lying in the middle of the road, and one unfortunate rider, not seeing the obstruction, was pitched headlong into the tub. After considerable work he was extricated from his unpleasant position, and again mounted his bicycle. But the poor fellow presented a sad sight. He was begrimed with mud and mortar from head to foot, and only one white spot was visible on his face. Dark clouds now appeared in the horizon, the wind began to blow strongly, and a few flakes of snow fell to the ground. But the Institute was close at hand, the riders spurted, a last call was sounded on the horn, another cheer was given, and they dismounted after a three hours' ride.

Another nocturnal ride is spoken of for next week, when a party of forty will leave New York at midnight, and ride as far as Vonkers.—*New York Herald* (Feb. 2, 1880).

A RIVERSIDE INCIDENT.

The golden-faced god of day had sunk to rest behind the faint blue lines of the distant Palisades. The silently-moving steamers left long lines of light upon the placid bosom of the noble Hudson, and silence reigned supreme over the fair scene of nature which man and art had combined to make and call Riverside Drive. Love and joy only seemed fit residents for this terrestrial Paradise, and the shrill notes of the tree-

toads as they flirted with their neighbors, the bullfrogs, formed but the higher notes to nature's love-song, of which the answering replies of their aquatic admirers was the bass. Yet amid all this scene of love and beauty sat a glorious figure, which might well have posed as a living semblance of grief and desolation. Estelle O'Houlihan, clad in a soft garment of creamy white, which well-became her statuesque beauty, leaned her shapely head upon a hand, on which sparkled, in the rays of the rising moon, the six and one-quarter carat diamond ring which St. James Simpson had paid 87 cents for but one short, happy week ago, and forth from the depth of her azure eyes welled up the fast-rising flood of tears until, no longer able to retain them, they went coursing down the dimpled cheek, each leaving, as a reminder of its passage, streaks and furrows in the strawberries-and-cream-of-a-complexion St. James had always so admired, because he said he knew it was her own. She wept on. Suddenly ceased the noisy piping of the toads and the answering bass of the frogs, and for a moment all nature seemed to stand still as though in awe at the approaching meeting. Forth from the darkness loomed a figure which, while in the shadow of the trees, showed a most silent and uncanny appearance, but as it swiftly and as silently swept into the broad expanse of the moonlight, glistened and shown like a revolving meteor, and slower moving stopped, and from the back of this Pegasus of to-day descended St. James Simpson. The stamp of grief and gloom sat upon his brow, as gently leaning his trusty steed against a convenient tree, he crossed the green sward to Estelle. With an expression of joy she threw herself into his arms, and tears gave place to smiles and smiles to rapid interrogations, until a torrent of inquiry swept over the head of St. James, who, having grown familiar therewith from former experiences, knew too well how useless it would be to attempt to stem such a flood, and in silence waited until she would have to attempt to get a new hold on the sprightly spruce-gum in which her teeth of pearl descended at the completion of each word. The time at last arrived, and as she gasped, gurgled, and grabbed for the delusive gum, St. James was enabled to get in his oar by way of a reply. In tones whose accents too clearly showed the grief that wrung his heart, he answered: "The fiat has gone forth, and I am indeed unjustly condemned. Amidst the glorious panoply of steel and steel that greets your fair eyes when down this broad avenue sweeps the glittering ranks of the L. A. W., one bright star will be missing, for I must ride with the great unwashed." Once again he bowed his head in anguish, and with a three-kings-against-three-aces look, he muttered to himself: "234, white flannels, top boots, Karl Kron," and with these words a glassy look o'erspread his eyes, his face became set and rigid, and he felt like a corpse at the feet of Estelle. The honor was too great.

WHEEL GOSSIP.

THE WHEEL has been made the official organ of the League of American Wheelmen, and by special arrangements it will be furnished to every member of the League at the nominal sum of fifty cents per annum. All applications for membership and renewals will be published in the new organ. Mr. Jenkins, the editor of the WHEEL, is an active and able gentleman, well versed in all matters pertaining to the wheeling sport, and this new honor will be the means of rendering his already sprightly and newsy journal all the more interesting.—*Times-Star*.

L. M. Richardson, of Milwaukee, Wis., writes that he is about forming a bicycle club at Janesville Wis. Those now interested are Chas. Glass, John Livingston, J. J. Shea, Dr. Judd

STALL & BURT,

509 TREMONT STREET, ODD FELLOWS HALL, BOSTON, MASS.,

NEW ENGLAND CENTRAL AGENCY FOR THE

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ROADSTERS, LIGHT ROADSTERS, AND RACERS, AND THE

AMERICAN BICYCLE.

THE VICTOR ROTARY TRICYCLE

AND THE

AMERICAN STAR BICYCLE.

A FULL LINE OF SUNDRIES.

SEND 3 CENT STAMP FOR CATALOGUE.

Frank Webster, A. F. Smith, Ed. Fifield, and Mr. Woodruff, of the Janesville Buckle Factory.

Riders who propose being on hand this year at the famous annual C. T. C. Meet at Harrogate, should heed the notice of Chief Consul Weston in the C. T. C. column of this paper. A more delightful wheel event would be hard to imagine, and those who are fortunate enough to secure passage on the "Cephalonia" will have the additional satisfaction of reaching it by one of the most magnificent steamships afloat. There should be a large and worthy American representation at Harrogate this time, sure.

For the admirable report of the speeches at the banquet, we are indebted to Messrs. James P. Downs and Henry C. Lammert, the former a wheelman (Plainfield Bicycle Club), and the latter his business associate.

The Boston "Dude" is at it again.

Extract from the Press Committee's Report: "Your Committee, consisting of Fred. Jenkins (Chairman), E. J. Shriver, E. A. Caner, Wm. Newman, and B. G. Sanford (regular, not special New York correspondent of the *Bicycling World*), met every Sunday afternoon, and were instructed as to the progress of the various committees. Each member was assigned to the papers where he had the most influence, and directed to prepare weekly articles for the press, giving the latest information. The assignments were as follows:

Fred. Jenkins—New York *Herald*, *World*, *Sun*, *Journal*, *Commercial*, *Harpers' Weekly*, *Spirit of the Times*, *Turf*, *Field and Farm*, *Sportsman*, *Associated Press*, *Puck*, and *Frank Leslie's* publications.

E. J. Shriver—New York *Times*, *Tribune*, *Mail and Express*, and *Post*.

Wm. Newman—New York *Truth*, *Telegram*, *Nevos*, and *Star*.

E. A. Caner—Brooklyn papers.

B. G. Sanford—New York *Herald*, *Graphic*, and *Bicycling World*.

... Your Committee in all prepared over fifty newspaper articles, which were accepted, and in nearly every case called out favorable editorial comment. ... A public sentiment favorable to the bicycle was aroused, as the presence of the thousands who witnessed the parade testifies.

[Comment is unnecessary.]

The Connecticut Bi. Club were the first to renew their membership as a club in the League.

From the number of applications and renewals we publish it would seem that the League is certainly gaining in strength.

Representative F. P. Kendall, of Worcester, Mass., has recently met with a sad experience in the loss of his bright and promising boy of eighteen months. The warm sympathy of his friends without number is heard on every side,

and is but one more indication of the high esteem in which he has been held by all who have known him.

We understand that John S. Prince intends to settle down in New York, as an instructor of road and track riding. John will undoubtedly have his hands full of candidates, now that the Park has been thrown open.

There are doubtless many of our readers who will remember our old friend Geo. D. Gideon, the ex-champion of America, and join with us in hearty congratulations to him and his lovely bride.

The Hawthorne Club has done well, adding forty members to the League since the Meet.

Dr. Beckwith would doubtless "rather be right than be President," but he happened to be both at the general business meeting of the League.

Our esteemed contemporary lights a fresh candle. Having exhausted the law of patents, it turns to the parliamentary law.

If, as is reported, Mr. C. E. Hawley resigned both office and membership because the League, by about two-thirds vote, changed its organ, then he is like the boy who gets mad and "won't play" when a thing don't go to suit him. The majority rules in most organizations, and one who is too sensitive to submit to it, where no weighty matter of principle is involved, should not be a candidate for office.

Divisions are springing up rapidly. Pennsylvania is to have one, and a meeting will be held to-night in Philadelphia for that purpose. We regret that Chief-Consul Sanderson's notice arrived too late for publication last issue.

We like all "copy" by Monday, but are sometimes able to use what comes in on Tuesday morning, but never later than that. Chief Consuls and others will please bear that in mind.

Will Captain C. A. Little, of the Denver (Col.) Club, please send us his address. We have two letters for him in our possession.

Mr. J. H. Carse, the Hon. Secretary of the Richmond Bicycle Club of Belfast, Ireland, is paying this country a short visit. He enjoyed the Meet thoroughly.

FOR SALE AND EXCHANGE.

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

FOR SALE A 58-inch Royal challenge, full nicked. Price \$120. Owner's reason for selling (too large) can be seen at R. V. R. SCHUYLER'S, 189 Broadway, N. Y.

FOR SALE The 54-inch ball-bearing standard Columbia ridden by Capt. Will R. Pitman, who wants larger size. Address 64 White St., N. Y.

FOR SALE 52-inch Bicycle, English make lamps, bell, etc., \$90.
425 Tompkins Avenue, Brooklyn.

BICYCLE SUITS.

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

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PHILADA., PA...Times.....	Weekly.. 25
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BALTIMORE, MD.American.....	Weekly.. 20
LOUISVILLE, KY.Courier-Journal.....	Weekly.. 60
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ST. LOUIS, MO..Republican ..	Weekly.. 50
Globe-Democrat.....	Weekly.. 50
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For \$140 net cash we will insert 10 lines, agate space, one time, in all the above 26 papers, and give one insertion, without further charge, of the same advertisement in 350 country weeklies, with a guaranteed circulation of more than 175,000 copies. For \$75 we will insert 5 lines once, or 3 lines for \$50. Catalogue of the weeklies sent on application.

If the advertisement is already appearing in any of above papers, we will substitute others of similar circulation and value. Address

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NEWSPAPER ADVERTISING AGENCY,

10 SPRUCE STREET, NEW YORK.

THE MONARCH OF ALL.

THE GRANDEST, GREATEST,
and most glorious Bicycle Camp,
Meet and Tournament, will be held
at SPRINGFIELD, MASS.,

SEPTEMBER 18, 19, 20, 1883,

UNDER THE AUSPICES OF THE

Springfield Bicycle Club.

BICYCLE RACES,

TRICYCLE RACES,

CAMP ILLUMINATION,

DISPLAY OF FIREWORKS.

3 BANDS OF MUSIC.

Prizes amounting to \$4,500.

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

Wheelmen everywhere please send
your name to the S. Bi. Club and re-
ceive the *Springfield Wheelmen's Gazette*
FREE for six months. Gives full par-
ticulars. A good, readable paper, six
months for nothing.

SUMMER VACATION.

Plan your summer vacation so you
can enjoy the greatest bicycle event of
1883.

SPRINGFIELD BICYCLE CLUB,
HENRY E. DUCKER, A. L. FENNESSY,
President. Secretary.

PHOTOGRAPHS

OF THE

League Meet in New York
NOW READY.

The handsomest bicycle photograph ever produced.
Fine, large, and clear. Size, 13x17. Every club should
have one, and many League members will have one.

Price, \$2.00.

FOR SALE BY W. R. PITMAN,
64 White Street, N. Y.

To the Trade.



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

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

Kittredge Bicycle Department

having made special arrangements to supply the Expert
Columbia, and the Standard Columbia Bicycles on the
INSTALLMENT PLAN, will make time and easy pay-
ments for buyers. Call or send stamp for catalogues to
166 MAIN STREET, CINCINNATI, OHIO.

BICYCLE TACTICS.

A complete Manual for drilling Clubs,—by

T. S. MILLER,

Past Captain, Chicago Bi. Club.

PRICE 20 CENTS.

OLIVER & JENKINS.

P. O. Box 444.

NEW YORK.

NOTICE.

All wheelmen are advised not to give money to Harry
Lacy, as he is NOT in the employ of The Wheelman
Company.

THE WHEELMAN CO.

PERFECTION AT LAST!



THE DURYEA COMBINED
SADDLE AND SPRING.

This novel invention
fills a long-felt want.
Being purely suspension,
it adjusts itself to every
motion of the body, and
is very elastic. Having
no spring, frame, or clips
under the leather, it may
be placed an inch or more
nearer the backbone than
the ordinary, thus de-
creasing the reach. It is
simple and light, weighing
but one-third as much as
the ordinary. The cut
gives an under view,
showing full construction.
It can be adjusted to any
desired tension by sliding
the clip up or down the
backbone. Has no loose

parts to wear or rattle.

Prices, Japanned, \$3.00
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Special terms to dealers. Address

GARVEY'S BICYCLE AGENCY,

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PERFECTION
BICYCLE
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WILL FIT ANY BICYCLE
Is fastened in front on
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Single stroke, succession of strokes, or continuous at
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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 prompt-
ness. Send for circular. Exclusive agency for the United
States of Duryea's Combined Saddle and Spring, the
"best in the world."

WHEELMEN'S HEADQUARTERS. New Marlboro
Hotel, 736 and 737 Washington Street, Boston,
Mass. Hathaway & Dizer, Proprietors. Samuel Butter-
field 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 auda-
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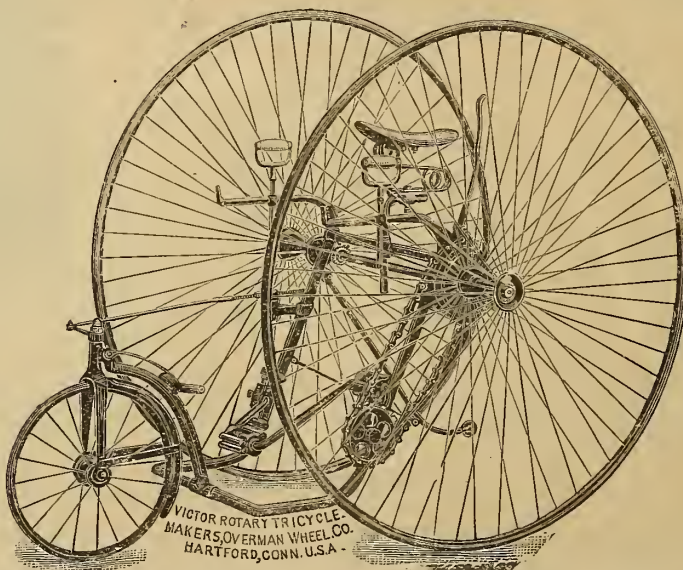
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Finished in Harrington's enamel, and gold lines. Handles, saddle-post, steering, hub caps, small hub, foot-rest and all nuts and bolts nickle plated on copper. Weight complete, ready to ride, 92 lbs. Saddle bag, spanners and oiler. Price, crated, \$160. We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market. Send 3ct. stamp for illustrated catalogue. Cabinet Photo., 15c. Made by

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We Guarantee Satisfaction.

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An original bicycling song and chorus. The composer has caught the *spirit* of bicycling, and breaks forth into song, at once spirited and melodious. The chorus is especially effective. The title page is tasteful and appropriate.

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THE FACILE.

SAFETY, SPEED AND COMFORT.

What do you want in a Bicycle? If you want one combining Safety, Speed, Easy Mount and Dismount, Easy Driving and Smooth Running, Unequaled Hill-Climbing, Service, and General Availability, and thus being in point of practical utility the BEST bicycle made, you should call and see the celebrated FACILE, or, before buying a mount, send for price list and information what it is, what it does, and what it is capable of doing. If you want a tricycle, also, send for information and prices.

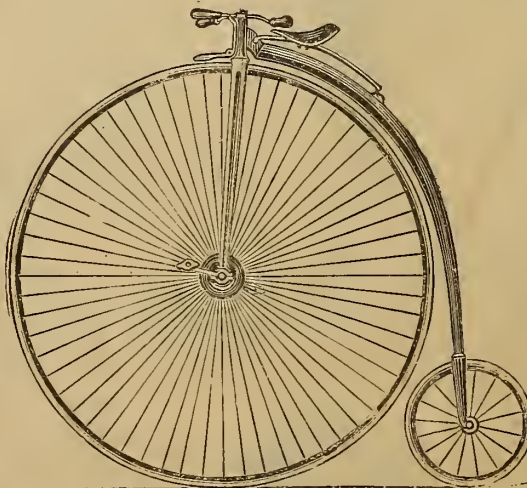
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The American Sanspareil Roadster,

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The Strongest, Most Rigid and Hand-somest Bicycle in America.

Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable ball bearings, double-to-front single-to-back wheel. Fitted with handy tool bag, finish all-bright parts nickeled on copper, balance finely, coach-painted and lined in gold and vermillion. Price, - \$125.00
Or, full nickled, except felloes, - 137.50

Send 15 cents for cabinet photo, or 3 cent stamp for 32 page illustrated catalogue.

The "AMERICAN," with balls to both wheels and hollow forks, all bright, \$100.00

The British, Sp. British, and Xtraordinary Challenges, and all parts of the above machines, constantly in stock. A full line of accessories. Every wheelman should have our catalogue.

SAM'L T. CLARK & CO.,

Importers of Bicycles, Tricycles and Accessories
FRANKLIN BUILDING, BALTIMORE.

THE BRITISH CHALLENGE,

Made by **SINGER & CO.**, Coventry.

Sole Agents, **STODDARD, LOVERING & CO.**, Boston,

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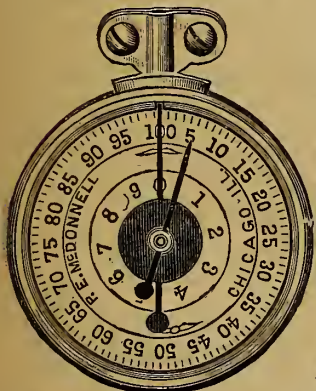
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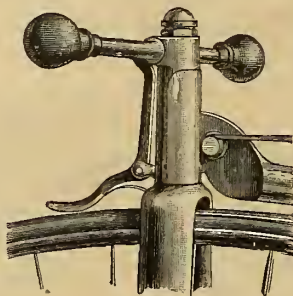
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