

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 23.]

NEW YORK, MARCH 7, 1883.

[WHOLE No. 75.]

Editorial Jottings.

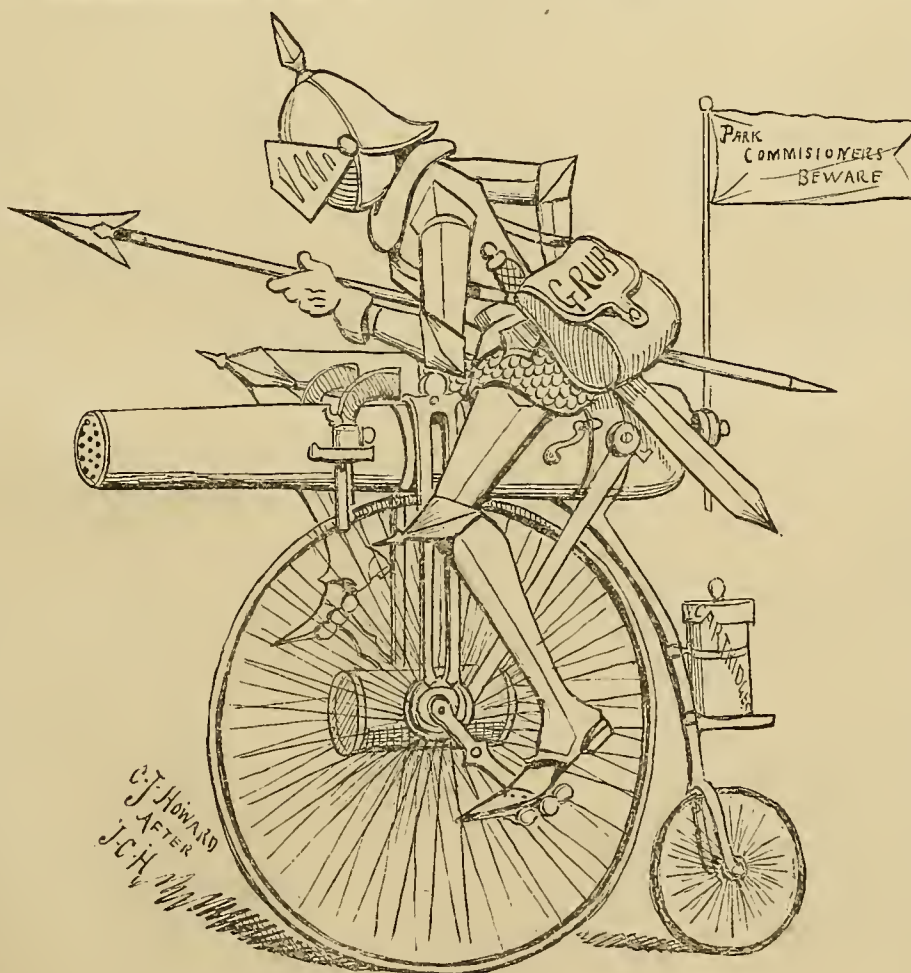
The "Green" bill will be presented, we understand.

Secretary Krag has kindly sent us a circular addressed to the Senators and Representatives of Ohio, and we sincerely hope it will have a good effect on the law makers.

The *Amateur Athlete* has been voted the official organ of the "Amateur Athletic Base-Ball Association."

"THOSE PRETTY ST. GEORGE GIRLS," now in press, and shortly to be issued, by T. B. Peterson & Brothers, Philadelphia, treats of fashionable life in London, picturing the details of a London "season," with its aristocratic flirtations, followed by sketches of life of the English nobility and those associated with them at the centers of English fashionable life on the Continent. Glimpses of London Clubs and Club men, also an exciting fox hunt, and the races at Ascot, give variety to the development of the story, in which, of course, there is an element of romance and true love, to which fashionable follies serve as the foil. The dialogue is exceedingly brilliant and witty. The author of the story is a lady of prominence in New York society. —*New York Home Journal*.

Secretary Pope was in town Monday, and visited the Citizens in the evening. He has just returned from an extended trip West.



NINETEEN EIGHTY-THREE.

NINETEEN EIGHTY-THREE.

My ancestors rode on a forty eight,
They began in seventy-nine;
But that was a hundred years ago—
The picture you see is mine.

I'm a corporal now in the National Guard,
And as brave as brave can be;
For the horrors of war of which history speaks
Are positive pleasures to me.

My wheel is propelled by electric force,
Confined in a cylinder trim,
And it far outshines the king-of-the-road
When the light of day grows dim,

In a coat of mail with a helmet high,
And a diamond pointed spear.
I sit aloft on a galling gun,
And there's never a foe to fear.

Unhappy wheelmen of seventy-nine,
But a hundred years have flown,
And now a commissioner does not dare
To say that his soul's his own.

And the word is full of macadam roads,
And the right of way is free;
There's nothing but joy in a wheelman's life
In Nineteen Eighty-Three, J. C. H.

There seems to be considerable interest taken in the Philadelphia races announced for next Saturday.

Our entire edition went astray at the Post Office, last week, and although mailed Wednesday, some had not received their papers in the city on Saturday.

What the Owl would like to know.

Whether the cycle of time brings not many changes, since Pitman, to whom the League so long refused membership, should now receive the appointment of Consul for this city?

Whether the weather does not make one inclined to dream of the coming pleasures of many a pleasant spin along the leafy road hereabouts, so soon to be indulged in?

Why Lieut. Joshua Reynolds, of the Hudson Club, don't boom B.T.C. among his fellow-members, and receive the Consulship of the organization?

If the Ixion's enjoyed their theatre party at Haverly's?

Who President Egan's florist is, and where he got the gout?

Why President Ducker don't send me one of those orders of dance I have heard so much about?

Why "C. C." Weston don't appoint an official tailor in this country, for the new B.T.C. uniforms?

Where a handsomer picture, both photographically and as to position and subject, can be found than that of L.A.W. Treasurer, W. V. Gilman, of Nashua.

What you think of Henry Sturme's letter in the last *Wheelman*?

Whether the "K.C.W.'s" are going to give that masquerade, and whether I could go undetected?

If Fontaine is not responsible for one of the finest specimens of card engraving, upon the new business cards of Messrs. Oliver & Jenkins, I have ever seen?

If the new club, shortly to be started, by juvenile riders, will bud, blossom and die, like others of its older predecessors?

Whether "London W" won't be astonished when the "Owl" asserts that he has never had the pleasure of personally seeing or being seen by the "genial Joe," even in a pokeristic sense?

If "Doc" will allow me to congratulate him, both upon his appointment, and his first official address as L.A.W. State Consul?

What sort of nightmare a poor bicyclist would have after indulging in a bi-rotary menu like that of the "K.K.K."

If it is not a sign of prosperity in matters of bicycling, when I hear the Citizens are finding their present quarters too small, and are meditating taking the entire block or building, I forget which? Neither would be large enough, however, to hold all the sterling worth, that, as a club, they represent.

Who "Selah" is?

What the Ixion's mean by the notice upon their bulletin board, that a sacred concert will be held in their rooms on Sunday, at which such artists as "Campanini" Newman, "OrguINETTE" Reed, etc., will positively appear.

If Mr. Book, of the Citizens, is acting "regular," in staying away from his club in this manner?

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.

SATURDAYS.—Musical evening at the Citizens' rooms, 2 East 60th Street, at 8 p.m. All invited.

MARCH 17.—Second Annual Dinner of the Kings County Wheelman. Particulars later.

MARCH 3.—Entries close for the five mile handicap (sanctioned by the L.A.W.) at Industrial Hall, Broad and Wood Streets, Philadelphia, March 10th, at 7.30. Fee, fifty cents, to H. B. Hart, 813 Arch Street, Philadelphia, Pa. On the same evening, Woodside and Morgan will ride a twenty-five mile race, for a purse, and Miss Maggie Wallace will ride five miles against time, being her first public appearance in America. An exhibition of fancy riding is also promised.

CORTLANDT WHEELMEN.—When I wrote you just about a year ago of the organization of our club, the Cortlandt Wheelmen, with five members, I compared it to a newly transplanted tree, and added that, like other things in the country, we hoped to grow and increase as the season advanced.

Well, our hopes were realized; ten good men and true now answer to their names at our meetings, and the dry ground beginning to appear in our streets renews our expectations of a like growth this year. When a man begins to talk about getting a wheel, we immediately put his name down, and always succeed in making a rider of him.

Last year was a sort of preparatory course with us, in which we tried our wings, as it were; the nearest approach to a club run being the one briefly described in the *Wheelman* for March. But we intend this year to attempt

the better acquaintance of our city brethren and learn all the latest wrinkles in wheels and wheeling. Don't be annoyed at the many questions we shall ask, and we will promise that when you come touring up our way to show you some splendid coasting.

There being no large halls in our village, we have not been able to get any drill practice this winter, but we have discovered a very agreeable way of adjourning a business meeting to an oyster supper, and have grown to be as dexterous in our management of the juicy bi-valves as the best drilled squad in the country are with their bi-cycles.

Our secretary has sent you a list of our recently elected officers for 1883, and I speak by the card in saying that no effort will be spared by them to make the Cortlandt Wheelmen a model bicycle club.

And we wish a prosperous season and a merry one to THE WHEEL and all 'cyclers.

CAPTAIN.

ALBANY.—At a regular monthly meeting of the Albany Bi. Club, held last evening, the following officers were elected for the ensuing year: D. W. Shanks, President; R. S. Oliver, Vice-President; A. H. Scattergood, Captain; J. G. Burch, Jr., Sub-Captain; H. Gallien, Jr., Secretary; F. B. Holdridge, Treasurer; E. W. Vine, Standard Bearer; H. Gallier, Jr., Bugler; G. F. Brooks, M.D., Surgeon. The financial condition of the club is good, and everything looks bright for the coming season.

Yours fraternally,

H. GALLIEN, JR., Sec'y.

CORTLANDT WHEELMEN.—At the annual meeting held February 27, the following officers were elected for the ensuing year: Captain, Dudley C. Hasbrouck; Lieutenant, Henry Tate; Bugler, S. Allen Mead; Secretary, Ed. F. Hill. Respectfully,

ED. F. HILL, Sec.

CORRESPONDENCE.

ANSWERS TO CORRESPONDENTS.

A. McO.—We do not mail *The Wheelman*, and you must look to them for any mistakes.

W. Cowles.—Thanks for report. Send your address.

W. V. G.—Thanks for photo. Excellent.

HARRY W. F.—Missing Nos. sent.

S. B. H., Louisville, Ky.—Races were covered by regular correspondent. Thanks.

H. G., JR., Albany.—Papers were mailed Wednesday, February 28th.

C. J. Krag.—Thanks.

CHIPS FROM QUAKER CITY.

PHILADELPHIA, March 2, 1883.

Editor of the Wheel: Wheel matters have been rather dull in Philadelphia lately on account of unfavorable weather. The elements were decidedly opposed to wheelmen prosecuting their favorite sport on the road; but, though successful as far as this department of bicycling goes, yet they could not reach the wheelman on his retreat to the social gatherings which are the pleasant features of the winter months. Until this winter, Philadelphia was practically without these important additions to the bicyclist's winter campaign, but the last Tuesday evening of January saw the inauguration of the Philadelphia Club's monthly social evening, which is to be a fixture for the last Tuesday evening of each month, until, I suppose, the riding season opens up other attractions. Not being at the January reunion, I cannot say anything with respect to

it but that those who were there enjoyed themselves as well as they could desire. The February Tuesday, however, I had the good fortune to be present, and never spent a more pleasant evening among bicycles and bicyclers. The room looked remarkably well—in fact, handsomely—after passing under the hands of the room committee, led in their work by their enthusiastic chairman. One of the first objects striking the visitor's eye on entering is a piano, and on the acquisition of this valuable addition to the attractions of their quarters the Philadelphia Club is to be congratulated. There were quite a number of visitors present, among them several of "Pennsy's" members, returning the courtesy of the "Philadelphia" members, who had voyaged to West Philadelphia earlier in the month to be present at the first social evening of "Pennsylvania."

This event has to be noted, too. The "Pennsylvania Bi. Club" has already acquired a good reputation for activity, and their social evening on the third Thursday evening of February was a decided success. An unusually large number of members were present with unattached friends, and also several representatives from "Philadelphia" and "Germantown;" these latter expressing surprise at the strides made by the young club since its organization last August. This brings me to another item of interest, especially to West Philadelphia riders. The Pennsylvania Club has now moved into new quarters, and boasts a machine-room capable of storing from thirty to forty machines, and a club-room of like dimensions above the machine-room, on the second floor. The building in which the new rooms are is perhaps the best suited for the purposes of a bicycle club in all West Philadelphia. It stands on Forty-first street, within a few doors of Elm avenue, and within fifty yards of the smooth macadam of Fairmount Park. It fronts the "Appian Way" of Philadelphia bicyclists—Girard avenue—and from the four front windows in their new club-room "Penny's" members can train their guns, or their spy-glasses, on every craft bound for "the Pike."

The next event in bicycling circles here will be the races and tournament at Industrial Hall on the evening of March 10th, at which, it is to be hoped, there will be a good showing up of spectators. Some curiosity is already evinced as to who are going in for the five-mile amateur handicap, which is to be a big feature of the evening. It is rumored that the "Star" machine will be heavily represented. So now, ye lovers of the regulation machine, here is a chance to wipe out the remembrance of a late defeat; take it; and if this much talked-of innovation on the typical machine does good work, why, give it its due. Nothing more of general interest, friend WHEEL, at present. I hope to see you on March 10th.

NINON NECKAR.

THE LEAGUE MEET.

Editor of the Wheel: Opinions as to the place for the annual meeting of the League are now in order, evidently, and I beg to express mine.

Originally favoring Washington, it does seem to me now that it would be an absurdity to hold the meet in a city in which the members of the League could be counted upon the fingers of one hand.

Who, pray, is to welcome us to Washington? Are we to claim the hospitality of a club which refuses to have anything to do with the League? Or do we intend to call upon the half-dozen or less who have nobly stood by the League to take upon themselves the no small task of carrying on the labor of arranging for

and entertaining the visitors? The League cannot, with self-respect, accept either alternative.

Let us wait until there is a large and loyal following of the L. A. W. in Washington, and then, appointing the meet at a proper season for that place, the League will go in force and make a display worthy the place and the distinguished lookers-on who at such time will be gathered there.

Those who favor Washington forget, apparently, that the capital city is well-nigh deserted by the last of May. Congress adjourns as I am writing, and there is a lively getting out of the city at once.

May is a hot month there, and the League parade, May 30, would pass perspiring along the quiet streets, observed only by the few "natives" who, from lack of time or money, could not flee to a cooler locality.

When the League goes to Washington, as it is sure to at no distant day, it must be in the Fall or Winter months, or perhaps some 4th of March. Not 400 men would brave the heat of a 30th of May meet there.

Where, then? In New York, by all means! For the second time in the history of bicycling in America, there is real enthusiasm in regard to bicycling in the metropolis. I had almost said for the first time, forgetting that it was the old New York Club (what has become of it?) that inaugurated the first meet of American wheelmen, selecting Newport in deference to the Eastern wheelmen—a sort of meeting them half-way. Since that, however, New York has shown a lamentable want of interest in the wheel, until the Citizens and Ixion clubs have so nobly come to the front.

These clubs have shown a public spirit which cannot fail to do great things for 'cycling in that vicinity. They should receive every encouragement that the League can offer them. There is no city in the country which so needs a bicycling "boom" as New York. Let us give it a push by having there the largest meet of wheelmen yet held in America. Some of us have waited very impatiently to see a thousand wheelmen in line. I feel sure that in New York we can gather that number—perhaps more. Surely, it is as central as Washington to the members of the League. No place yet named would, I am sure, draw so large a crowd of riders or of spectators.

Let the local clubs assure us of the use of Central Park, and that adequate means will be provided for the transportation of wheels across the city, and it seems to me that three-quarters of the members of the League would vote for your city and half the members would be there.

New York has claims upon us which no other city has. No city is so accessible or so central to so large a number; none, I am sure, will please so many.

I certainly hope, for the good of the League and for the promotion of bicycling in your vicinity, that New York will be selected for the next meet.

ALBERT S. PARSONS.

"AND THERE WAS A SOUND OF REVELRY BY NIGHT."

Rota terras circumvolat.

Gathered is Springfield's youth and beauty to do honor to their well-known club. Changed to a scene of enchantment is the City Hall's bare walls and lofty roof; hung with streamers and draped with flags and bunting is every available space, and crowded to the very doors is the floor and wide balcony.

The occasion has brought together delegations from the neighboring New England Clubs, but few New York and Boston faces

are seen, and being rare appear to be the more appreciated. The New Haven, Meriden and Bridgeport men show up in force; but what New York represented by Pitman and Sanford, and Boston represented by Wilmot and Col. Pope, lack in numbers they make up in vivacity. Col. Pope and Pitman especially are the observed of all observers. Col. Pope by reason of his usual genial hilarity, and Pitman by the attractions of his bosom's numismatic display; said attractions being so powerful as to cause the propounding of the following conundrum given to me by a young lady (and as I afterwards found out it had been going the rounds): "Tell me, please, is that tall gentleman with the retrousse nose and medal studded bosom a very important bicyclist, and did he win all those medals, and what for? A friend of yours did you say? Oh! I beg pardon, but he acts so queer, and is so attentive to the ladies that I thought he was a dancing master." Just then the pistol went off and the dance went on, and I had time to look around and smile audibly. But this was all after the fancy riding, which I am anticipating. To begin with, then, it is of course unnecessary for me to say that it was a success in every way; the riding was great, the crowd was greater, and the applause as liberally disposed as the infatuation which their champion Hendee possessed them with, would allow. As regards this infatuation, I scarcely think it is misplaced; he is a fine young fellow and worthy of it. Outside of his racing record his fancy riding is very fine, and while not on a par with the best it is worthy of all the applause they lavish so freely. His riding on one wheel without seat or backbone, making the mount himself, is fully equal to Rex Smith's effort in that direction; but in the technical points of his fancy riding, taken all in all, Rex is undoubtedly his superior.

Wilmot's riding was what it always is, the perfection of balancing while at a stand still, and in this particular line I do not think he can be excelled, and the specialties of the double riding with Aldrino were all novel and finely executed. Descriptions are out of the question; they must be seen to be appreciated. Pressey with his "Star" earned the usual mead of applause with his fine riding, and young Nash of the home club, will, if his riding grows with him, by the time he is of age, rank among the first riders of the country; making, as he did, successful attempts at all the tricks of his elders, winding up with the usual one-wheel business, with hands and without.

I cannot speak too highly of arrangements of the exhibition; the beautiful and costly orders of dance; the untiring efforts of our entertainers; the fine music to which we kept time until the early morning hours saw us leaving for our trains, bidding adieu to the sweet faces and laughing eyes of the "belles" of Springfield, the sweet tones of whose voices still jangle like chiming music in echoes on my ear. *Au revoir* to Springfield with its wreath of belles and racers; may we be vis-a-vis over many another dance and track, clasp friendly hands in many another measure, while warm pressure brings the rising color to the tender cheek, mingle hot breath while in mimic strife we speed around the course, and after race is won and lost, bound in fraternal bands, ride side by side through all the coming years.

CHIC.

NEW YORK, February 25th, 1883.

OUR BOSTON LETTER.

The season has opened at the Hub. The Bostons had the first club run on Thursday, and started the ball rolling—eight men out on

bicycles and the captain on a Coventry rotary tricycle. The Ramblers intended to be the first club out, and called their run for Sunday, but the Bostons got wind of it and started in ahead of them. It's a pretty frigid day when any one gets ahead of the B. B. C.'s.

Challenges are flying thick and fast among our professional riders. Young and Wilson want to ride a relieving race of twenty miles against Prince, and Wilson challenges any of the New York or Boston pro's to a five-mile contest. One would think the defeat he suffered at Young's hands would teach him better, but John is one on whom experience has no effect. He is ranked among the slowest of our men, and yet he throws challenges broadcast, and loses his race and money as calmly as though his name was J. S. Prince.

St. Patrick's day will give our men another chance to have a hack at each other, as Harry D. Hedger, the bicycle machinist of this city, has offered to back four men against Prince in answer to the challenge P. issued some time ago. Hedger offers \$100 to the first man, \$50 to the second, and a pair of ball pedals to the man of the four who makes the best five-mile time in winning the race. I understand the offer will be accepted, and that a number of Amateur races will take place at the same time, for which Mr. H. will also contribute medals.

Wilmot is happy at last. The Olympian Skating Club, as a recognition of his abilities as a rider, has presented him and his associate with an immense gold "diamond" medal—valued at \$150—as the champion double fancy riders of America. The medal is a regular breastplate, and puts Rollinson's completely in the shade. When Wilmot puts it on, he has to hang a flat-iron on his back to keep him up straight. Speaking of medals, Prince, on Washington's Birthday, lost the medal Pope gave him, but was made happy by having it returned to him the next day intact.

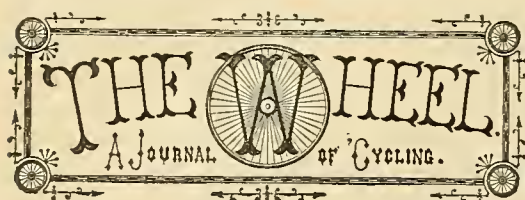
Tricyclists are on the increase with us. Burt, of the Bostons, is importing them wholesale. President Williams, of the Massachusetts Club, rides in and out from Dorchester every day. Bugler Dwyer, of the same club, has got a Salvo, and sworn off bicycling. Capt. Everett, of the B. B. C., rejoices (as does Mrs. E. also) in a Coventry convertible sociable, and in the suburbs we have quite a number of riders who are winning good opinions of the capability of the machine by their steady riding through the Winter. I myself was out on a central geared Coventry recently, and, in spite of the cold and the snowy roads, enjoyed it hugely.

Rumor says there is to be a grand handicap ten-mile race for professionals soon, with Prince as scratch-man. Let us hope it is true, for it will settle for good and all the questions as to who are the best men in professional ranks, and stop this shilly-shallying and bombastic challenging we have had so much of lately.

I notice that "Handy Andy" has gone over to the *World* and become their editorial contributor. It is too bad for the *WHEEL* to lose him; but if any one needs him, it surely is the *World*, and not the *WHEEL*. PERCY.

A BICYCLE maker wants a situation. Is well posted in all branches of making and repairing. Has had considerable experience with some of the leading English firms. Location of employment no object.

Address, BOAZ, care of THE WHEEL, Box 444. New York.



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FRED. JENKINS, - - - Editor.
CHAS. E. PRATT - - - Editorial Contributor.
C. J. HOWARD, { - - - Artistic Contributors.
A. D. WHEELER, }

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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. Make all Checks and Money Orders payable to OLIVER & JENKINS.

NOMINATIONS FOR STATE OFFICERS, 1883.

(Elections, March 1st.)

State Consul.—Dr. N. M. Beckwith, N. Y.
Representatives.—Dr. A. G. Coleman, Canandaigua, N. Y.; C. K. Alley, Buffalo, N. Y.

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TRACK MEASUREMENT AGAIN.

How often are we to have a leader on that tiresome subject, we imagine we hear you say, dear reader, and we do not wonder that you tire of it, but it is of importance to all who care to have records reliable, therefore, we discuss it now. The nominal editor of our contemporary having retired, and the actual editor come prominently before the public with his first article on the above subject, we do not intend to disparage his views, but merely to argue with him in a friendly way why the standard should be changed. We give a few reasons in brief, after which we will drop the subject and leave it for the Board of Officers to discuss.

1. It is the official measurement of the N.A.A.A.A., with whom the League are affiliated in the matter of the bicycle championships, and upon whose tracks, measured accord-

ing to their standard, the races are to be held; and as a championship event is supposed to collect the fastest men in the country, the records will consequently suffer; and as they are made on the athletic measurement, we see no reason why a record on a trotting track with a three-foot measurement, with the suspicion that the distance is short of what it is intended to be, should have the preference of one made on a closer measurement.

2. That because there are no tracks as yet properly built for bicycling, does it follow that we never will have any? And is it not better to change the measurement when the sport is young and not have to in after years?

3. Whether it is not better to run a little over the distance than to fall short of it by a too-liberal measurement?

4. Why we run our races according to athletic rules on trotting tracks, in every particular except in measurement? Why not follow horse rules if you accept their measurements?

5. Why we should not be in accord with the English standard, if we wish to compare records?

We might go on and ask a number of pertinent questions on this subject, but time and space forbids. We know the directors will do what is right, and will cheerfully abide by their decision. We dislike to see an effort made to separate bicycling from athletics and athletic rules, when the past two race meetings projected by the League have proven that it cannot stand alone.

WHEEL RACES.

EXCITING RACES AT CHICAGO.

The races given by the Hermes Bicycle Club at the Exposition Building on Feb. 22d were very successful, these being the only races in Chicago in which outside riders competed since the L. A. W. races last May. Four men came up from Louisville to race—namely, Leon Johnson and Wm. T. Franke, of the Falls City Bi. Club, and S. W. Holloway and Chas. H. Jenkins, of the Ky. Bi. Club, besides Howard Thompson, who acted as one of the judges. J. Valentine, E. Mehrling and S. H. Fowell, of the Chicago Club, and S. G. Sturges, G. L. Harvey, W. R. Crawford, J. R. W. Sargent, Chas. E. Murison, M. D. Hull and P. V. Kellogg, of the Hermes Club, were the Chicago competitors.

The first race in the afternoon was the first heat of a one-mile race, in which the starters were Wm. T. Franke, J. Valentine and S. G. Sturges. Sturges first in 3.18 $\frac{3}{4}$; Valentine second—time, 3.19.

Second race was a quarter-mile dash. Starters, G. L. Harvey and W. R. Crawford, Crawford winner in 45 $\frac{1}{2}$ seconds; Harvey, 45 $\frac{3}{4}$.

Next came a three-mile handicap, starters being J. Valentine, scratch man; J. R. W. Sargent, 15 sec. allowance; N. H. Van Sicklen, 15 sec.; S. W. Holloway, 20 sec.; E. Mehrling, 25 sec.; S. H. Vowell, 30 sec. J. R. W. Sargent first in 10.32; Holloway a good second—time, 10.37.

A half-mile dash between Chas. H. Jenkins, M. D. Hull and P. V. Kellogg followed, in which Jenkins was an easy winner: time, 1.32 $\frac{1}{4}$; Hull second, 1.36 $\frac{1}{4}$.

The second heat of the mile race was won easily by Sturges in 3.19; Franke second, 3.21.

The next race was a five-mile scratch between Chas. H. Jenkins and W. R. Crawford, in which Jenkins won in 17.41 $\frac{1}{2}$; Crawford, 17.41 $\frac{3}{4}$. This race created considerable excitement, the last three laps being ridden very fast.

The last event was a quarter-mile dash between the winners of the first quarter-mile dash and the half-mile dash, thus bringing Jenkins and Crawford together again. Crawford won this in 46 sec.; Jenkins, 46 $\frac{1}{4}$ sec.

In the evening the first race was the first heat of a two-mile race for those who had never won a race. Starters were Leon Johnson, Chas. E. Murison and E. Mehrling. Johnson won in 6.57 $\frac{1}{2}$; Murison second, 6.58.

A two mile handicap race followed, in which the starters were Wm. Franke, E. Mehrling, J. Valentine and C. Calkins. E. Mehrling had 15 sec. allowance and the others were scratch men. Mehrling won; time, 7.04; Valentine second, 7.19 $\frac{1}{2}$.

Next came a one-mile professional race between T. W. Eck and T. B. Botevyle. Eck won in 3.36; Botevyle, 3.48.

Johnson won the second heat of the two-mile race in 7.23.

The event of the day—namely, the ten-mile race—followed. Jenkins and Crawford were the only starters in this race, Jenkins taking the lead and keeping it until the beginning of the last mile, when Crawford spurred ahead and led until the last stretch, when Jenkins gradually gaining on him, they passed the line side by side, the judges pronouncing it a dead heat.

In all the races the men evidently were trying rather to come out ahead than to make fast time, so that the first part of the long races were ridden rather slowly.

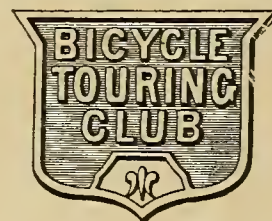
The officials were as follows: Judges, Howard Thompson, H. Crawford, Jr., and J. O. Blake; time-keepers, John M. Shaw and T. B. Botevyle; handicappers, F. E. Yates and W. R. Crawford; referee, F. E. Yates.

The success of the races was greatly due to the efforts of Mr. Yates, who had the management of them.

There were about two thousand spectators present both afternoon and evening, and Mayor Harrison presented the prizes at the close of the evening with appropriate remarks.

W. COWLES, Sec.

CHICAGO, Feb. 24, 1883.



Application for membership should be sent to FRANK WESTON, Chief Consul, Savin Hill, Boston, Mass. Fees, \$2.50, which includes silver badge. Annual dues, 75 cts.

APPLICATIONS.

SAMUEL M. LIVINGSTON, Xenia, Ohio.
HERBERT C. KELLY, 132 So. 3d St., Phila., Pa.
HARRY R. BRYAN, 172 Warren St., Hudson, N. Y.
HARRY W. HOWARD, Cleveland, Ohio.

RENEWALS.

M. C. Smith, Yonkers, N. Y.
J. S. Webber, Jr., Gloucester, Mass.
C. C. Godfrey, Bridgeport, Conn.
E. S. Sumner, Bridgeport, Conn.

APPOINTMENTS.

Consul for Susquehanna, Pa.—F. A. MILLER.
Consul for Mount Vernon, Westchester Co., N. Y.—
F. T. DAVIS.

HOTEL AT THE CLUB TARIFF.

The Gloucester Hotel, Main Street, Gloucester,
Mass., Geo. L. Smith, Proprietor.

THE MASS. STATE CONSULSHIP.

The following is self-explanatory :

BOSTON, Feb. 17, 1883.

FRANK W. WESTON, Esq., Chief Consul, B.T.C.:

Dear Sir—As you doubtless know, I have assumed duties in connection with the *Bicycling World*, which will occupy all the time I have to devote to the interests of cycling. I am, therefore, compelled to regretfully tender you my resignation as B.T.C. Consul for the State of Massachusetts, with the request that it be accepted immediately. My successor is chosen.

Yours very respectfully,
J. S. DEAN,
S. C. B. T. C.

SAVIN HILL, Feb. 19, 1883.

My Dear Sir—I have received your favor of the 17th inst., and note your resignation of the State Consulship of Massachusetts, with much regret. Please call, at your convenience, a meeting of the Massachusetts membership, to nominate your successor.

Yours, dear sir, very faithfully,
FRANK W. WESTON, C. C.

J. S. DEAN, Esq., S. C. B. T. C.,
28 State St., Boston, Mass.

NOTICE.

In compliance with the foregoing, there will be a meeting of the Massachusetts Membership of the B.T.C., on Wednesday, the 7th of April, at 6.45 p.m., sharp, for the purpose of nominating a State Consul for the State of Massachusetts. The meeting will be held at the Boston Club House, 53 Union Park, Boston, which has been kindly placed at our disposal by the Club for this purpose.

J. S. DEAN, S. C. B. T. C.

BOSTON, Feb. 26, 1883.

LEAGUE OF OHIO WHEELMEN.

DIRECTORS L.O.W.

Gentlemen.—The Executive Committee of the L.O.W. will meet at the Neil House, Columbus, on Monday, March 12th at 10 a.m.

It is earnestly hoped that every member of the committee will attend this meeting, as matters of importance pertaining to the next annual meet and other urgent matters will be considered.

The committee will also have under consideration the advisability of recommending to the League of Ohio Wheelmen at its next meet, that the L.O.W. become the Ohio Division of the L.A.W., and the proper mode of accomplishing the same.

You are requested to consider this matter before the meeting, and to consult the wheelmen in your vicinity regarding it. By order of the President.

C. J. KRAG, Cor. Sec.

League of American Wheelmen.



Applications for membership should be sent to Fred. T. Sholes, Secretary
Box 93, Cleveland, Ohio. Membership fee \$1.00 per annum.

BOARD OF OFFICERS.

President—W. H. MILLER, Box 245, Columbus, Ohio.
Vice-President—A. S. PARSONS, Cambridgeport, Mass.
Cor. Secy.—FRED. T. SHOLES, Cleveland, Ohio.
Treasurer—WILLIAM V. GILMAN, Nashua, N. H.
Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

Rules and Regulations.—W. H. MILLER, Columbus, O.; F. S. PRATT, Worcester, Mass.; C. H. LAMSON, Portland, Me.

Rights and Privileges.—A. S. PARSONS, Cambridgeport, Mass.; F. T. SHOLES, Cleveland, O.; W. V. GILMAN, Nashua, N. H.

Membership.—E. K. HILL (Chairman), 424 Main St., Worcester, Mass.; HENRY W. WILLIAMS, 25 Washington St., Boston, Mass.; CHAS. P. SHILLABER, 124 State St., Boston, Mass.

Racing.—S. A. MARSDEN, New Haven (Chairman); F. JENKINS, Box 444, 22 New Church St., N. Y.; Secretary and Official Handicapper, GEO. D. GIDEON, 2,023 Ridge Ave., Philadelphia, Pa.; GEO. H. STRONG, 252 Market St. San Francisco, Cal.; FRANK E. YATES, Chicago, Ill.; ABBOTT BASSETT, 8 Pemberton Square, Boston, Mass.

Railroads.—BURLEV B. AYRES, 189 Michigan Ave., Chicago, Ill. (Chairman); N. M. BECKWITH, 21 W. 37th St., New York; J. W. PERO, Freemont, Ohio.

AUXILIARY COMMITTEE.

A. W. FRIESE, Milwaukee, Wis.; RICHARD GARVEY; St. Louis, Mo.; DR. G. L. HENDERSON, Kansas City, Mo.; W. H. MILLER, Columbus, O.; C. D. STANDISH, Detroit, Mich.; GEO. D. GIDEON, Phila., Pa.

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.

APPOINTMENT.

Chief Consul N. Y. State—DR. N. M. BECKWITH,
21 West 37th St., New York.

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.

Greenfield Bi. Club—Add.

3451—Herbert W. Wright..... Greenfield, Mass.

Lowell Bi. Club—Add.

3452—N. C. Norcross..... Lowell, Mass.

3454—Charles H. Veo, 257 Fletcher St. " "

Toledo Bi. Club—Add.

3456—Walter D. Woodford.... W. & L. E. R. R. Office,
Toledo, O.

Canton Bi. Club—Add.

3458—G. E. Newman..... Canton, Pa.

3459—Robert Vansycle..... " "

Unattached—

3453—Charles D. Cooke, 137 Ellison St. Paterson, N.J.

3455—Frank A. Hurd..... Dover, Morris Co., "

3457—Geo. B. Appleton, Jr. Appleton National Bank,
Lowell, Mass.

3460—W. F. Sherwood..... Binghamton, N. Y.

3461—W. C. Axtell..... Gardner, Mass.

Corrections—

3414—Robert Tenny..... Elmira, N. Y.

3417—Jacob B. Coykendall..... " "

3391—Miles P. Pegram, Jr..... Charlotte, N. C.

Pennsylvania Bi. Club—

3326—Morris W. Brinckmann, 1013 Arch St., Phila., Pa.

3327—H. K. Keosi..... 533 No. 19th St., "

3328—H. A. Lewis..... 1909 Green St., "

3329—E. M. Aaron..... 744 Union St., "

3330—Arthur H. MacOwen, 216 So. 3d St., "

3321—Arthur P. Lewis..... 1909 Green St., "

3332—Chas. M. Miller..... 1600 Hamilton St., "

Elmira Bi. Club—Add.

3333—Hobart F. Kidder..... Elmira, N. Y.

3334—Cary J. Millis..... " "

3335—Fred. D. Nelson..... " "

Greenfield Bi. Club—Add.

3337—A. M. Thayer..... Greenfield, Mass.

3338—W. S. Willey..... " "

3339—H. O. Edgerton..... " "

3340—F. J. Pratt, Jr..... " "

3341—W. L. Severance..... " "

3342—Geo. C. Ketchum..... " "

3343—Winthrop T. Arms..... " "

3344—F. H. Mayhew..... Charlemont, "

Kings County Wheelmen—Add.

3346—H. G. Hall, Jr..... Macon St., Brooklyn, N. Y.

Unattached—

3336—Wm. H. Burnham..... Adrian, Mich.

3345—Emory G. Taylor..... Titusville, Pa.

3347—Fred. P. Smith..... Winchendon, Mass.

3348—Howard W. Hooper, D.D.S..... 84 Eutaw St.,
Baltimore, Md.

Corrections—

3355—Robert F. Hibson..... 64 So. 10th St.,
Brooklyn, N. Y.

TO SECRETARIES OF LEAGUE CLUBS:

Gentlemen.—It is important, for many purposes to your advantage, that this office contain a correct directory of all clubs in the League; and in order to revise the old list, at present in hand, and complete it with those who have joined since this was made up, you will please send in the following statistics as early as possible, that the list may be completed without delay, and in time for the annual notices:

Name of Club.
Date of Organization.
Date of Joining the League.
Number of Members.
Secretary's Address.

Trusting to have your prompt assistance in this matter, fraternally, yours very truly,

FRED. T. SHOLES, Cor. Sec'y.
Pro Tem.

PORTSMOUTH, N. H., Feb. 24, 1883.

To the Members of the League of N. H. Wheelmen:

Gentlemen.—Owing to a new business engagement that will occupy the time I have devoted to the interests of our State Division, I am under the necessity of withdrawing my name as a candidate for re-election to the office of Chief Consul. I would recommend as my successor, Capt. C. H. Wilkins, of the Manchester Bi. Club, and Secretary of the N. H. League, whom I and a large number of Leaguemen with whom I have corresponded, believe is best fitted to hold the New Hampshire Division in the front rank. The blank ballots will be sent you the first week in March. With my best wishes for the success of the L.A.W., which it has been my pleasure to serve as Director and Chief Consul since its formation in 1880, and for the progress and success of which I shall continue to contribute in every way as my time allows, I remain, fraternally yours,

C. A. HAZLETT, Chief Consul.

LEAGUE OF AMERICAN WHEELMEN.—OHIO MEMBERS, ATTENTION!

The suggestion of members of the L.A.W. in all parts of the State have been urged that at the meeting of the "Executive Committee of the League of Ohio Wheelmen, at Columbus, on March 12th, nominations be made for the offices of Chief Consul and the two representatives L.A.W., to which we are entitled in this election. This "Executive Committee" is composed of representatives of the leading clubs of the State, and you may rest assured of good selections by them. We would therefore ask you to await the result of this meeting, as stated, before sending your ballot to the Corresponding Secretary; and you will be promptly advised of the nominations made. They will be worthy of your approval and generous support, and we trust will receive it. League interests were never more promising than they are to-day; but we need the hearty support of every wheelman in the State toward placing Ohio in the front rank of this organization, and united action now is the best way to secure it. We look for your co-operation at this important time of election, and trust to receive it. Fraternally,

Yours very truly, H. S. LIVINGSTON,
Pres't L.O.W.

TO THE SECRETARY OF ANY BICYCLE CLUB:

Dear Sir.—If your club statistics were not published in the recent "special number" of the *Bicycling World*, please send the following to the Corresponding Secretary, L.A.W., as soon as possible, as he has papers, circulars, etc., of interest to you, and which he desires should reach you without delay:

Name of Club.
Date of Organization.
Number of Members.
Secretary's Address.

Your attention will oblige him, and be of much advantage to you. Fraternally, yours very truly,

FRED. T. SHOLES, Cor. Sec'y, pro tem.

TO NEW YORK STATE CONSULS L.A.W.

Gentlemen.—Upon due investigation into the condition of League matters in this State, and proper consideration of what is most important to be done first to accomplish the work before me, I am forcibly reminded of the fact that to you I must appeal for that practical aid and support so necessary to success. To your energy, activity and personal interest in the maintenance, growth and perpetuity of our organization, shall we, individually and as a body, be duly obligated.

Without your aid your chief officer can accomplish but little, but with united action surprising results may be attained. It shall be my first duty, then, to properly organize my forces. I find upon consulting the list of local Consuls furnished me that many localities are not represented that are justly entitled to such representation, and that appearing upon the list are the names of those who long since have wandered from the League fold, while others have settled into sluggish inactivity. Others whose limit of certificate had expired supposed their mission accomplished, and had naturally enough become inactive. Now this condition of things can be accomplished little; our good purposes must be served by active workers. To place ourselves and the interests of the organization on the proper basis, we must commence at the foundation. I purpose knowing from each of you whether you are willing to do all that you are able to further our interests; if not, I must ask you in all kindness to send me your resignations, hoping you will aid me, as far as practicable, by recommending men who can and will devote the proper time and energy. Such men I shall be most happy to appoint at once, and furnish at the earliest moment with registered certificates. I further ask those holding certificates to please notify me at the earliest moment if their certificates extend into the current year, and to what date. You will all see the importance of knowing these facts, and of having representative men who can be counted on for future work.

I regard it of the greatest importance that our Consular force should be well and thoroughly organized. I have taken this means of reaching you, through the press, and beg you to regard it as entirely personal.

I hope to receive prompt recognition, thereby putting me in possession of means of furthering the work.

Fraternally yours,

N. MALON BECKWITH, N.Y. C.C. L.A.W.,
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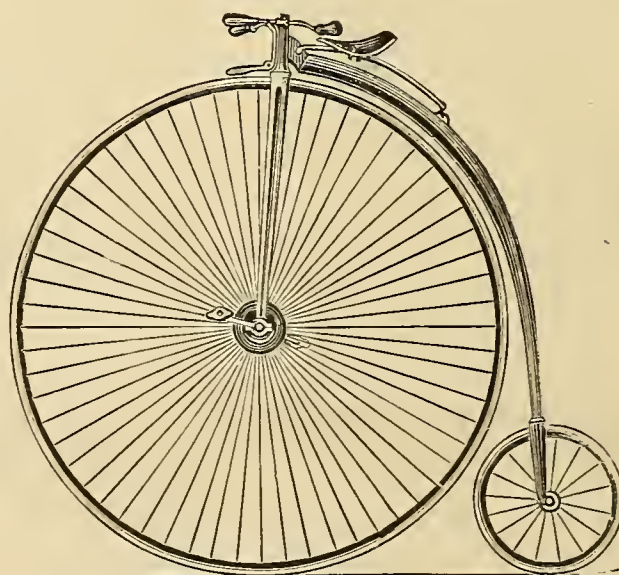
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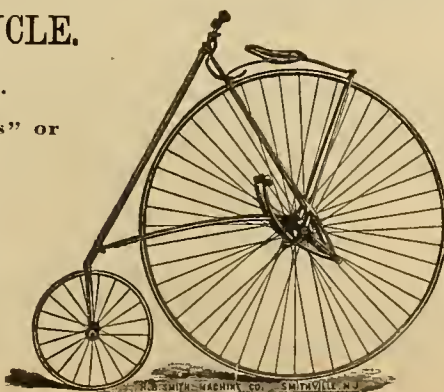
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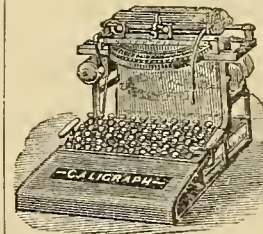
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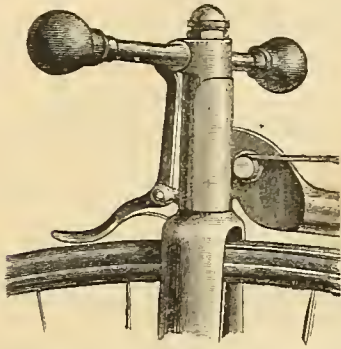
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Importing Manufacturers of Bicycles and Tricycles,
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Introduced in 1878.

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Introduced in 1880.

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Introduced in 1881.

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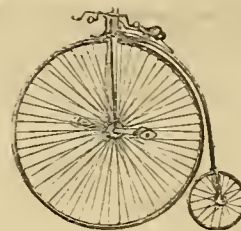
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