

THE WHEEL.

A Journal of Bicycling.

Vol. II. No. 18.]

MAY 24, 1882.

[Whole No. 44.]

THE CUNNINGHAM COMPANY

Importing Manufacturers of Bicycles and Tricycles.

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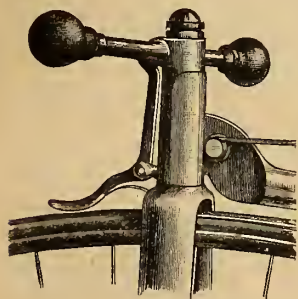
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If not, *you can* now do so; as our stock for 1882 is larger and our facilities greater than ever before; and *you should* do so, because they are the easiest, staunchest, and most reliable of Bicycles for road use. Look for the improvements and excellencies, proved by actual use and approved by the best scientific experts, in our

EXPERT COLUMBIAS,

STANDARD COLUMBIAS,

SPECIAL COLUMBIAS,

and MUSTANGS.

Send three cent stamp for our new ILLUSTRATED CATALOGUE (36 pp. full of information) describing them.

THE POPE MANUFACTURING CO.,

597 WASHINGTON STREET, BOSTON, MASS.

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PICKINGS AND STEALINGS

All aboard for Chicago.

A number of Seventh Regiment men are on the wheel at times.

Full particulars as to how to get there will be found in another column.

The Rev. T. McK. Brown is a good road rider, and one who believes in actual practice.

Don't forget the First Annual Meet of the Bicycle Touring Club on Saturday, May 27th, at 9:30 A. M., sharp.

The Lenox Club have the racing fever, and have won medals in every race recently held in the immediate neighborhood of New York.

The Manhattan Club turned out well on Saturday for their club run. All the officers from the President down were represented.

The resignation of Pres. Pratt will no doubt be regretted, but doubtless other men are to be found who will represent the League fully as well.

A sociable Flying Dutchman is among the stock of The Cunningham Co. and is soon to be fitted up for road use. The ladies are all anxious for a tri.

It is announced that Second Lieutenant C. J. Howard, the "artist on wheels," is about to give up riding, on account of his health. We hope it is a mistake.

One of the arguments in favor of a joint championship is that it will enable more men to enter from a distance, avoiding a doubly expensive journey in case they are given separately.

Mr. Thomas Harrison, the professional, has just arrived from Europe, bringing a 55 in. Rudge racer. Harrison is going into training at once, and expects to do considerable in the racing line this season.

Very few New Yorkers will be represented at Chicago, but Secretary Putnam is fully able to represent this city as well as the best man for the position of Corresponding Secretary in the League for the coming year.

The Lenox Club had a very enjoyable run to Coney Island and return last Saturday, turning out over ten or twelve men. The Prospect Park rules which were recently published, were strictly adhered to, we are glad to say.

Young Frank Howard, who went to Washington last Friday, was to telegraph the result of the race to Ixion Club. Sunday morning his clubmates received the following laconic despatch: "I got a place, but it was in the hospital."

Director Lamson, of Portland, proposes to make a handsome display of League Badges at Chicago, ranging from \$2.50 upwards. Those who have not already secured one, can have an appropriate souvenir of the great meet of 1882.

Metropolitans are wondering why Cortis and Vesey did not run in the scratch race. Also whether Keen will go to America to bring off that match with Prince, and if Vesey will accompany him, and have another cut in at the American cracks.—*Cyclist*.

Young Frank Howard arrived from Washington yesterday, with his right arm hanging at his side, and face bruised, but otherwise in good condition. He has not had enough of racing yet, but has ordered a "Yale" machine, and intends to appear on the track inside of a month. We hope he will be around in time to enter the championship games June 10th.

A large order for bicycles (250) is reported to have been received recently by an eminent Coventry firm for American account. There can be no doubt that the English bicycle is a very superior article in design, durability and finish, and, indeed, it seems that a very great part of the talent and inventive genius of the nation has become devoted to this one article, as innumerable improvements are constantly being made in it.—*The American Protectionist*.

THE B. T. C. MEET.



THE BICYCLE TOURING CLUB, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and there is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

FRANK W. WESTON,
Chief Consul, U. S. A.
Boston, Mass.

Savin Hill, Dorchester,

The arrangements for the Meet on Saturday, May 27th, are all completed. Invitations have been extended to the neighboring clubs, and in nearly every case have been accepted. The line will be formed at 791 Fifth avenue about 9:30 A. M., under command of Capt. Fred. G. Bourne, (B. T. C.,) with such aids as he may select. Capt. E. Y. Weber will act as bugler. The line of parade will be Fifth avenue to 110th street, to St. Nicholas avenue, to Kings Bridge, and thence to Peabody House, Yonkers, where a lunch will be prepared. After lunch a business meeting will be held, open to members of the B. T. C. only. A committee will be formed to receive applications for membership, and those joining can take their seats in the convention. The return will be made about 3 P. M., arriving in New York in ample time to connect with the train for Chicago via B. & O. R. R. The United States Chief Consul B. T. C., Mr. Frank Weston, is expected from Boston, together with about twenty Eastern members. A plan of organization will be submitted, and it is expected that the membership will be largely increased.

"VIRTUE" ACCORDING TO THE BICYCLING WORLD.

Editor of the Wheel:—We have withdrawn our advertisement from the *Bicycling World*. The editor of that paper thought it important enough to publish it as a fact. We ask you to give him the benefit of a wider circulation. We were the first and have been the largest advertising patron of that paper. We have given it always a larger amount of advertising *gratuitously* than it has given us for our money. We were paying for space to say that we had machines for sale. One of the publishers asked us for an "Expert Columbia." We replied that we hadn't *Experts* in stock, but would take his order. He asked us to let

him have one at once; we declined to do so on the ground that we must treat all wheelmen who patronized us alike, and that we couldn't disappoint some one else to give him an Expert out of turn. We would take his order in course with others. This he declined, and showed his "virtue" by publishing in the next issue of his paper a statement that we could not "assure a customer of a machine before June," and other averments and innuendos calculated to deter other wheelmen from patronizing us. We remonstrated in a letter replying to the communication, asking that it might have "a place in your columns, or else some editorial comment" to correct the injustice and error. This was refused entirely, but we were offered by this virtuous publisher an opportunity to answer by paying five dollars a column. We did so and paid for it. We sent a courteous business note directing a discontinuance of our advertisement. And he published it as an evidence of "virtue" on his part, and its immediate reward." His virtue consisted in demanding that we should break faith with others to accommodate him, getting vexed because we wouldn't, publishing a false statement and then charging us fifteen dollars for allowing us to show its falsity and injustice. Was it not "business-like" to reward such "virtue"? We had over two thousand bicycles in stock when he wrote the communication. We delivered four hundred and thirty to customers during the month in which he wrote it. We can stand any amount of fair criticism or conscientious complaint. We ask no favors of the bicycling press not accorded to others. But we don't pay many hundreds of dollars to let a few hundred readers know we have machines to sell and deliver, in a paper that gives us the lie and warns its readers against us, and then refuses to correct the error and fines us fifteen dollars for answering it—at least we don't do it but once.

If this does not fully illustrate "Virtue and its Immediate Reward," according to the *Bicycling World*, we have other interesting things which we may publish, and so make it clearer. To quote the happy phrase of that paper, we carry on business "in the general interests of bicycling and not in the special interests of" publishers or their side speculations, and we "consider the general interests of bicycle riders and practical bicycling of the first importance." As we cannot get fair treatment in that paper, even by paying for it, we appeal to you.

Very respectfully,

THE POPE MANUFACTURING CO.

BOSTON, May 12, 1882.

OUR CLUB RACES.

Yes, indeed—we had a race meeting—and a big one, too! The project was brought up at the first regular business meeting after the return of our (licked) raceists from Boston, and a committee of three appointed to manage the affair. The committee worked a week and then concluded that they needed advice and assistance, so the Hibernian, Fresh, and Sirrah directed the President to direct the Secretary to direct some notices to direct a special meeting of the club, which he directly did. The Secretary Jidd and Fresh took a run together on the afternoon of said special meeting—had a jolly time. The allurements of the mermaids and things at the "Falls," however, proved too much for the Secretary's usual punctuality, and the run down through the park was made after dark. On the way Jidd's lamp got caught and became a "revolving light"—Jidd ditto. Finally, arriving at the club house about 9:15 P. M., they found perhaps a baker's dozen of patient (?) cyclists awaiting disclosures, and making the club atmosphere blue—with smoke, of course. Then, getting down to business, two members, "Charlie Ross" and Fresh, were added to the committee, and sufficient authority given to said committee to bankrupt the entire membership. The day was appointed—Saturday, May 6th—and the committee commenced to work, getting entries and *not* getting them; talking, writing, selling tickets, treating newspaper people, bulldozing printers and billposters. Oh, how that committee did put in their little licks! And two of them training for the races. Well, the good work went bravely on and at last the eventful Saturday arrived—rained night before—cloudy A. M. Probability says "low pressure," committee's "pressure" very high and committee's spirits *very low*. Other "*spirits going down*" rapidly. Races called for at 3 P. M. About 12 o'clock the rain

commenced—patter, patter, every blessed drop bigger than its predecessor, until each one would make a tin cup feel sick. So it kept up all the afternoon, and of course the races must be postponed until the following Tuesday, and much flurry, scurry and scramble of the committee resulted in their getting in (and out) some advertisements of the "*postponement*." Sirrah doing nearly all the work, and as a natural sequence the Secretary getting the credit for it. The Secretary met the delegation from New York, and comforted them with apples (?); stayed them with flagons, etc. Said delegation, however, was obliged to return the next evening, so we did not have an opportunity to show them around much. When Tuesday dawned bright, clear and no breeze, the hearts of the committee soared, as it were, and were made glad. When about nine o'clock heavy clouds began to gather, said hearts crawled away somewhere down in committee's brogans. The afternoon, however, proved faultless, and we naturally expected to see a crowd of some twenty thousand or so; hence when at two-thirty the audience mainly consisted of reporters, the two horses attached to the heavy track roller, and a dog, we were disappointed. About three o'clock things looked somewhat better, as the 2:35 train brought in quite a harvest and the grand stand was comfortably well filled with ladies. Then the "*greenbacks*" commenced to flutter around superintending things generally, getting contestants dressed, hunting up judges, timekeepers, etc., etc., until at about five minutes past the hour everything was straight, the starters' bell rang; crack goes the pistol and the men are off. A pretty sight too, with the wheels whirring and flashing. The result you know—how we came, saw and didn't conquer, how there were no interesting accidents, how the races were voted a success generally, how the committee hugged themselves with delight at the big crowd—until next day when the Treasurer reported seven-eighths of said crowd deadhead. How the committee then hunted up something else to hug for consolation. How the committee had a civil war concerning who should make their report showing loss to the club of some X's. How the committee took oath among themselves never more to be a committee, and how, how, where on earth did the Secretary and Treasurer get their new diamond L. A. W. badges?

* * *

ADVERSARIA.

—Resignations of League officers seem to be the thing lately. Are they in order? I think not; certainly the resignation of the President at this juncture is somewhat inconvenient anyway. "Oh, dear, what can the matter be?"

—For the good of the cause I hope the President will not insist on his resignation being accepted until after the 30th. Seems to me that if he stood the racket twenty-three months, he might have hung on one month more?

—The peculiar misfortune of Mr. Pratt's resignation just now is, we shall need a pretty good parliamentarian at the forthcoming business meeting; a clear head and a familiarity with parliamentary rules will be absolutely necessary to the satisfactory disposal of the mass of business which will be brought up for action.

—On the supposition that Mr. Pratt does not turn up to preside at the meeting, Mr. Fairfield will have his hands full. In addition to the incidental work locally, the extra trouble of piloting a quantity of business safely through, will be extraordinarily difficult.

—Appropos of the L. A. W. meeting. It is intended to reconstruct the Constitution, so as to have the States represented, something on the Congressional plan. Surely nothing could be fairer than some such scheme.

—Also a new and equitable way will be devised by which the Chief Consular (one from each State) are to be intelligently

(Continued on page 142)

THE WHEEL.

A Journal of Bicycling.

EDITED AND PUBLISHED
BY THE
WHEEL PUBLISHING COMPANY,
38 Cortlandt Street, New York.

SUBSCRIPTION - - - - - ONE DOLLAR A YEAR.
EUROPEAN SUBSCRIPTION - - - - - SIX SHILLINGS.

ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

NEW YORK, May 24, 1882.

THE THIRD ANNUAL MEET.

By the time THE WHEEL reaches the hands of many of our readers, a number of League members will have taken the fur collar from their duster, bought their tickets and turned their faces towards Chicago. And what does the meet promise to be? Is it merely for a parade, a grand gathering of wheels, or does it mean a thorough re-organization, an adjustment of the racing rules, the election of a board of officers, and the adoption of a new constitution and set of rules, such as proposed by Mr. G. F. C. Smillie, of Plainfield, N. J., or something better, if the committee have not been entirely idle. We have no doubt but that the majority of League members are thinking men and pay some attention to what they read, therefore we think it not amiss in offering a few suggestions to those whose minds are not fully made up as to a course of action.

BOARD OF OFFICERS.

It has always been our expressed opinion that the League should be officered by men outside the business interest of bicycling. While we realize that the hardest work with the best results has been accomplished by men in the business, yet the time has now arrived to make a change. The League is large enough and composed of men of ability, who though not so widely known, could ably fill the important offices of the League.

The office of President is the first to be filled, and while we are not prepared to mention names, we think that some man ought to exist in the West with executive ability enough to govern the affairs of the League successfully.

We would recommend the same treasurer and corresponding secretary as have so ably filled those offices in the past. For recording secretary we know of no person who could more ably fill that office than Mr. J. S. Dean of Boston. For commander we have a candidate to propose in Mr. Fred G. Bourne, of New York, a gentleman who is well known, and whose manly bearing and amiable disposition has won for him many friends and admirers. As a commander he has always shown marked ability, and would undoubtedly be the right man to represent that office in the League.

THE LEAGUE RACE MEETING.

Having disposed of the officers, let us pass to some other important business, prominently stands the question, shall the League give a race meeting? Shall they absorb a large portion of the much needed funds for an afternoon's sport, when they

can combine with the N. A. A. A. and hold their championships jointly and at a small expense? We hope not, we hope the lesson which was purchased at a cost of \$250 (about one-quarter the present income of the League) will have its good effect. We hope that each League member who reads these lines, will cast his vote in favor of the proposition of the National Association of Amateur Athletes of America, as published in another column. We have a number of extravagant expenditures and it is well to curtail them at once.

OFFICIAL ORGAN.

One of the provisions of the Smillie Constitution, is the establishing of an official organ by the League. This journal to be distributed monthly to all members of the League free of charge. Our excellent contemporary the *Bicycling World*, now has the glory of as well as the work of distributing League information, which reaches say about one-sixth of the League members, the others remaining in ignorance of the work of the League. The *World* on the other hand cannot of course spare the space that should be consumed in distributing League information, and again there is no one appointed to write up League news, and the result is, it falls on the editor's hands. The establishing of such an organ would obviate that difficulty. The American members of the Bicycle Touring Club, often admire the excellent twelve-page monthly pamphlet distributed to them every month at an annual membership fee of seventy-five cents, and wonder that the League has not been able to do the same with its annual dues of one dollar. Such a journal could be almost self-supported by its advertising patronage, and certainly the sum saved on a race meeting could be well applied to make up any deficiency resulting from such a publication, which would advance the League interests greatly, and distribute a record of its doings far and wide, and increase its influence and strength, as well as its membership. Of course, it would require an able writer to conduct such a journal properly, and were we a nominating committee, we would suggest Mr. G. F. C. Simillie for the position.

This third annual meeting will be an important one in the history of the League, and on the work performed depends the future of a great organization. We sincerely hope more time will be given to the business portion than to frolicking. Work first and play afterwards. We do not doubt that the Chicago men will do all in their power to make the meet a success, that the parade and all the arrangements will be what they ought to be, but let us have in mind brethren the future of the League, and by careful judgment create new rules that will hereafter fill all requirements, and put a stop to all complaint as to what the League has not done. We look forward with pleasure to meeting our western brethren, and hope to see the membership of the west in future be double what it has been in the past.

L. A. W.

K. N. PUTMAN, Esq., *Secretary League of American Wheelmen*: Dear Sir—I have called at your office twice within the last week, and both times was unsuccessful in finding you in. What I wished to see you about was this: Cannot an arrangement be made between the League of American Wheelmen and the National Association of Amateur Athletes, whereupon the bicycle championships can be given under the joint auspices of the two associations? In the athletic clubs belonging to the National Association, we have many bicyclists, and naturally take as much interest in the advancement of that sport

as any other branch of athletics. Do you think the following conditions would be agreeable to your association?

The bicycle championships at two and five miles to be given at the annual athletic championship meeting.

The National Association of Amateur Athletes to provide three handsome medals, of gold, silver, and bronze, in each contest. Said medals to be inscribed "League of American Wheelmen and National Association of Amateur Athletes," and the races to be judged by gentlemen connected with the League of American Wheelmen.

If an arrangement of this kind can be made, it would do much towards advancing bicycling, and straighten out the differences that have existed between our two associations in the past. Hoping to hear from you at an early date, I remain,

Yours respectfully,

NEW YORK, 8 May, 1882.

A. H. CURTIS, *President*.

TO THE LEAGUE OF AMERICAN WHEELMEN.

The above communication from the president of the N. A. A. A. explains itself. The writer has had a conference with their executive committee, with the following result:—

1st. The championship games are to be held at the Polo Grounds, New York City, on 10 June, at 3 P. M.

2d. Entries close 1 June, but entries for the bicycle races will be received up to twelve o'clock noon of 5 June.

3d. The races will be advised as under the joint auspices of the League of American Wheelmen and National Association of Amateur Athletes, and will consist of two and five mile amateur championships, and one mile League championship, the latter to be open to League members only, and raced under the rule of the League as it stands at present.

4th. All these races to be judged by three judges appointed by the League officers from their own association. Appeal from the decision of these judges (if any) to be made to the general Referee in charge of all the championship games.

5th. The National Association to provide three medals for the two and five mile championships respectively, such medals to be engraved "League of American Wheelmen," and "National Association of Amateur Athletes." The League to furnish one medal for the one-mile League championship. (This medal is now held by a Massachusetts' wheelman, and must be won by him twice more before it becomes his property).

6th. The National Association to pay all the expenses of the meeting, and take all the receipts and entrance fees.

7th. Entrance fee two dollars to each race. Entries to be made to "Secretary National Association," Box 3,478, New York City.

8th. The races to be governed by rules to be jointly agreed upon after the reception of the report of the race committee of the League, which will be made at the officers' meeting on 29 May, at Chicago.

It will be seen that the adoption of the above plan necessitates a complete and radical change of the present League rules, which provide for an annual race meeting to be held in the fall of the year; and such a change of rules can only be made at the business meeting of the League on the 29th and 30th of May. This plan, however, has a number of attractive features, and as it has been approved by several of the League officers already (provided it can be carried out without sinking the individuality of the League), it is more than possible that it will be favorably considered at the said meeting; and with this in view, the following understanding has been arrived at with the executive committee of the National Association:—

If the League should accept their proposition and join forces for this year, a telegram will be immediately sent to their Secretary. The medals will not be made nor the programmes printed until they are notified of the League's action in the premises. If the proposition is declined, they will give the two and five mile championships under their own auspices without mention of the League. If the League votes to accept the plan, League men will then have six days left in which to get their entries to the secretary of the National Association, which will be full time, as they can decide whether or not to enter nearly two weeks before any action can be taken by the L. A. W.

Yours fraternally, KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

TO MEMBERS OF THE L. A. W.

The following letter of resignation from Mr. Charles E. Pratt, president L. A. W. explains itself:—

KINGMAN N. PUTNAM, *Cor. Sec. L. A. W.*, 54 Wall Street, New York, N. Y. *My Dear Sir*,—In accordance with conclusions to which I have been a long time reluctantly coming, which I conversed with you about when you were in Boston the other day, I have now to communicate to you, and through you to the board of officers, my resignation as president of the League. In the circumstances in which I am placed, and the multiplicity of affairs which claim my attention, I find and have found it impossible to give so much of time and thought and energy to League work as I could wish to give, or as I think the president of the League ought to give. No one, I am sure, who knows about it will doubt that my interest in the welfare of the League is just as warm as ever, and my hope and faith in its future success just as strong; nor will you credit me with any disposition to shirk duties which I can possibly or consistently discharge. I have the deepest feeling of gratefulness to all of the executive officers particularly, and to the directors, for the cordial and friendly relations which have existed so long, and for the prompt support which my efforts have always received. I shall still endeavor in such ways as I may find, as a member of the League, to promote its interests and usefulness; and I believe that a change in the office of president, with such a judicious selection as I doubt not will be made, will be one of the things to promote its strength and activity. To you, personally, I have more acknowledgments than I can well express, and hope to take some early opportunity to say to you what I cannot now write,

I am, very fraternally yours,

CHARLES E. PRATT,

597 Washington Street, Boston, 8 May, 1882.

No action can be taken upon this matter until the meeting of the board of officers at Chicago, 29 May; and as there is nothing in the League rules to the contrary, it is presumed that such a resignation cannot take effect until it is accepted by the officers. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HOW TO GET TO CHICAGO.

Special Pullman sleeping cars will be attached to the train leaving Jersey City at 7 a.m., Saturday, 27 May, for Chicago via the Baltimore and Ohio Railroad. These cars will be taken and paid for by the undersigned at the lowest contract price, viz., \$100 for a fourteen-section car, and this amount will be apportioned among the men on board. Berths can now be secured from the writer, either from New York, Philadelphia, Baltimore, or Washington. "First come, first served." Each man's name will be marked down on the diagram of the car as soon as received, and his fare for the berth collected on the train.

The rates for tickets will be 20 per cent off from the regular rate from the starting point to Chicago, to be obtained as follows:—

Send a request to the writer, who will return an order on the ticket agent of the Baltimore and Ohio Railroad in the applicant's city. The ticket agent will then sell the applicant a ticket at the reduced rate and give him an order on the ticket agent in Chicago for a return ticket. The return ticket will be good for a couple of weeks, enabling the wheelman to stay as long as he pleases in Chicago.

Each purchaser of a ticket at reduced rates will be held personally responsible for the proper use of this privilege; and should he be unable to use the ticket, it will be redeemed by the railroad at the price paid for it, but on no account must it be sold to any other person.

On this train there will be a baggage car fitted up under the writer's supervision for the safe transportation of bicycles, which will be carried free.

All pedals must be removed and firmly tied to the saddle or carried by the owner. Nickel-plated parts should be wrapped with sheeting to prevent scratching; and all wheels should be

delivered at the Pennsylvania Railroad Depot, Jersey City, by 6 p.m. on the 27th inst., to secure their proper storage in the car.

Wheelmen coming from Boston and the East will be taken by the Fall River line at 20 per cent off regular fare, or \$2.70 from Boston. An annex boat will wait for them at the dock in New York on Saturday morning and take their wheels and baggage directly to Jersey City, where the car for wheels will be in readiness to receive them. On return this car will leave Chicago Wednesday evening, arriving in New York Friday morning 2 June.

Any wheelman desiring to start before the 27th inst. can secure the same rates by application to the undersigned; but he will have to either crate his bicycle for safe transportation, or leave it in charge of a friend who expects to go on the special train.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

54 Wall Street, New York City.

ADVERSARIA.—Continued from page 139.

elected; the men selected will in every case be conspicuous for their activity in bicycling matters, and that is as it should be.

—From all indications the meet of the B. F. C. in our city, will be a pleasant prelude to the big affair in Chicago. The local clubs will turn out strongly, and we will have a good many more from Boston, Philadelphia and other rural retreats.

—There is another question which will perhaps receive the attention of our representatives at Chicago, will the L. A. W. & B. T. C. amalgamate?

—Now, which absorbs which? Which will be subordinate? Will the eagle be permitted to boss the lion, or will the lion expect to sit on the bird? I guess each organization can paddle its own canoe, for a time at any rate.

CHANG.

CLUB RUNS, RACES, &c.

WEDNESDAYS.—Lenox B. Club weekly runs.

SATURDAYS.—Manhattan B. Club weekly runs, 4 P. M. sharp.

CLOSING OF ENTRIES FOR BICYCLE RACES.

MAY 27.—To F. J. Graham, Secretary, 56th street and Eighth Avenue. Fee 50 cents. One-mile handicap race. Games June 3d, at 3.45 P. M. Manhattan Athletic Club Grounds.

JUNE 1.—To M. M. Forrest, Secretary N. A. A. A. P. O. Box 3,478, New York City. Fee \$2. Two-mile and five-mile bicycle race. Games June 10, at 10 A. M. and 3 P. M., at Manhattan Polo Grounds.

AUGUST.—A fifty-mile bicycle race will be given during the month of September. Particulars later.

MAY.—BOSTON BICYCLE CLUB, 53 Union Park. Saturday, 6. Headquarters 4 P. M. Forest Hill Station. Morton, Austin street, Blue Hill Avenue, Mattapan, Washington street to "Cobbs," So. Canton. Supper and night. (17 m.) Sunday, 7. Breakfast "Cobbs." (Excursions ad lib. Massapoag Pond, etc.) Dinner "Cobbs," 12.30. Return 1.30. Canton Corners, Braintree, Home. Saturday, 13. Headquarters, 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M. by cars. Sunday, 14. Providence 8.30 A. M. sharp. Ride to Boston via Canton. Arrive home 5.30 P. M. Sunday, 21. Headquarters 10.30 A. M. Lexington via Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 ad lib. Wednesday, 24. Headquarters 4.30 P. M. Club Drill. Important that members going to Chicago should attend. Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet. Sunday, 28. Headquarters 10.30 A. M. Natick via Newton Centre, Grantville and Wellesley. Dinner at Hotel 1 P. M. Return 2.30 ad lib. Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M. Tuesday, 30. Rendezvous at Grand Pacific Hotel, Chicago, Ill., 9 A. M. L. A. W. Meet. FULL UNIFORM. Per order Fixture Committee.

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
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