

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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EDITORIAL JOTTINGS.

The amateur event has been abandoned in connection with the races on the 26th.

From all appearances they will doubtless be a success.

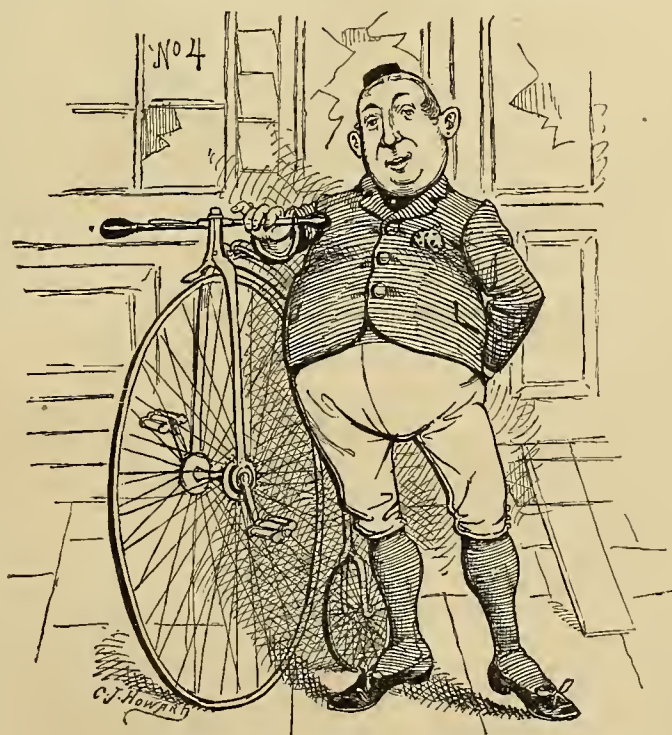
We imagine that the projectors intend to give these events to sound public opinion in regard to bicycle races as a means of entertainment, and have no doubt but that it will be followed by a six day-race, if successful.

Again does the Annual Charity Ball appeal to our hearts for support. We do not doubt but that the affair on Thursday evening will be a great social and financial success. Under the usual excellent management, we can hardly see how it will be otherwise.

We would be very much obliged to the gentleman who took our silk umbrella on that occasion, leaving a cotton one in its place, if he will return it to 22 New Church Street. As our name is marked on the handle, we presume he is only waiting to learn our address.

Would it not be a good plan to publish the renewals of membership in the League along with the applicants? It is certainly encouraging

ANOTHER PROMINENT(?) WHEELMAN.



"YE BALOON!"

to see the names roll up, and pleasant to see those who stand by the League. Perhaps the energetic Treasurer, Gilman, could find time to send us such, as we would gladly publish the same.

The Citizens' will hold an informal musical entertainment at their new rooms, No. 2 East 60th Street, on Saturday, February 3d.

A valued correspondent in Washington propounds the following queries: (1.) What clubs organized on or prior to January 31st, 1879, are now in active existence? and (2) give the names of such clubs as at present have an active membership over fifty-three, and their number of active members? From authoritative information to hand we find that the Boston, Montreal and Capital Clubs are the

only ones that fill the bill for question number one. The following clubs meet the requirements of number two: Boston, formed Feb. 11th, 1878, sixty members (limited); Buffalo, formed Feb. 22d, 1879, sixty members; Massachusetts, formed March 8th, 1879, about seventy-five members; Worcester, now Worcester Æolus, formed April 9th, 1879, about sixty members; Harvard, formed April 17th, 1879, 107 members; Philadelphia, formed May 22d, 1879, about 55 members; Germantown, formed September, 1879, sixty members (limited), and Milwaukee, formed April 1st, 1880, about sixty members. Rumor, however, reports a split in this last club, which we hope is unfounded. If we have omitted any clubs from the above list, we should be pleased to hear from them, and willingly make any correction. Club secretaries, as a rule, we regret to say, are rather reticent in supplying information. We keep a standing invitation for them to make themselves heard, and hope they will avail themselves without further delay.

CORRESPONDENCE.

SPOKES FROM LOUISVILLE.

LOUISVILLE, KY., Jan. 13th, 1883.

Editor of the Wheel:—Took a forty-mile run one day last week on my 54 inch Expert, in company with Mr. Huber, our Star man, and in our opinion the Star is a good road machine—its greatest point being the ease and quickness with which it can be stopped on a down grade without fear of a header. Mr. Huber was relating his experiences to a certain young lady, and said that he always expected to ride a Star, and spoke of the ease with which he ran down grade, and that when he went to Heaven he would have a gold one and ride

on the golden streets, whereupon the young lady told him she was very much afraid that from the ease with which he ran down grade that he would never get to heaven.

At the annual election of officers of the Ky. Bi. Club, January 10th, for ensuing year, the following were elected:

A. CORNWALL, President.
D. P. CURRY, Vice-President.
A. L. POPE, Sec. and Treas.
N. G. CRAWFORD, Captain.
J. F. ADAMS, 1st Lieutenant.
S. HOLLOWAY, 2d Lieutenant.
CLARENCE H. JENKINS, Bugler.

A large crowd witnessed the entertainment given by the Ky. Bi. Club, at Exposition Building, Friday night, January 12th. The entertainment was commenced with a club drill by eight members, which was well received. The Star man was next with fancy riding, his different feats being loudly applauded, many who were present having never seen the machine before. Chas. H. Jenkins followed with fancy riding on the crank machine, and performed his different well-known feats with his accustomed ease. Races opened with a two mile dash for those who had never won a race, the contestants being W. W. Young, Jr., and Prince Wells. This race was interesting, from the fact that they passed each other frequently, and on the last lap Wells was in the lead, when Young spurted handsomely and to the purpose, and came in first by four lengths in 8.07 1/2.

The next event, a five mile dash between Chicago, Cincinnati and Louisville, was the principal feature of the evening. The entries were Mr. W. R. Crawford of the Hermes Club of Chicago, Mr. W. H. Reed of Cincinnati Club, and to N. G. Crawford was left the interests of the Kentucky Club. Mr. W. R. Crawford was mounted on a 51 1/2 inch full Yale racer, Mr. Reed on a 52 inch Expert, and N. G. Crawford on a 54 inch Expert. W. R. Crawford took the lead, W. H. Reed second, and N. G. Crawford took the rear. This order was maintained for two laps, when N. G. Crawford passed Reed and pulled up to second place. Before the first mile was finished, W. R. Crawford fell and N. G. C. ran over his opponent's wheel without falling off his own, and kept on, gaining nearly half a lap. Then the tug-of-war (as the boys call Chicago Crawford) did some fine riding in his endeavor to overtake the Louisville boy, but two miles were passed and still he was in the rear, when he took another tumble, using his machine up badly and also bruising himself somewhat. He gave up the race at this point. N. G. Crawford finished first in 17.53 1/2. Reed second, over two laps behind. Crawford's time for one mile, 3.32; two miles, 7.03; three miles, 10.42; four miles, 14.21; five miles, 17.53 1/2.

Next race was one mile dash for boys, and was won by Ott Smith in 4.04 1/2. Barker Middleton second.

Last race was one mile handicap. Wm. Franke scratch, Prince Wells 10 seconds start. Frank won in 3.41 1/2. "2757."

[Size of track, surface, and measurement from pole wanted.—Ed.]

RAILWAY LAWS FOR BICYCLES.

COLUMBUS, O., Jan. 13th, 1883.

Editor of the Wheel:—It is with positive regret that the inclosed is sent you, for I am ashamed that Ohio possesses a man in her Legislative assembly so foolish as to introduce such an absurd, nonsensical specimen of ignorance as is this proposed bill. The Buckeyes here have taken the matter in hand, are seeing the *sensible* law-makers composing the balance of the Legislature, and we are promised the hearty support of enough to have this "Act to regulate the use of bicycles and tricycles upon the public roads" killed, and knocked higher than the moon.

Yours truly, K.

[The "inclosed" refers to a bill introduced by Mr. Green, of Shelby, to regulate the use of traction engines, bicycles, and tricycles, upon the public roads, and the clause relating to bicycles reads as follows:

"—and any person using or riding a bicycle, tricycle or velocipede upon or along any public road or street, shall, on seeing any person driving or riding any horse or horses thereon, from any direction, toward him, dismount at least twenty-five feet away from such horse or horses; and pass the same on foot, or permit the person managing the same to drive or ride past him, while so dismounted; and any person using a bicycle, tricycle or velocipede, and failing to comply with the provisions of this section in regard to the same, shall be liable for all damages sustained in person or property, in any manner, by reason of such person failing so to do; and shall also, on conviction of failing to comply with the provisions hereof regarding bicycles, tricycles and velocipedes, be fined not less than one nor more than five dollars; but no person using an engine, bicycle, tricycle or velocipede, shall be required to wait or suspend his business to permit persons to pass, as herein provided, beyond a reasonable time."

The writer goes on to say that copies have been sent out to prominent wheelmen in the State, who will use their influence to prevent its passage. The Buckeye, having taken hold of the same, will no doubt see that such warped ideas contrary to the intelligence of this country, are not allowed to be placed on record.]

L. A. W. GUIDE BOARDS.

WORCESTER, MASS., Jan. 13th, 1883.

Editor of the Wheel:—Sir: I send you by mail an electrotpe showing the guide board adopted by the Massachusetts Div. L. A. W., at their last officers' meeting, and the official stencil sign adopted by the L. A. W. at the semi-annual meeting of the Board of Officers. This stencil sign was simply adopted at the last-mentioned meeting, without any rules for its use. The Massachusetts Div. L. A. W. have adopted the shape of guide board exhibited by the cut, and three combinations of the stencil sign for use in the State of Massachusetts, with the recommendation that these be adopted by the League at large.

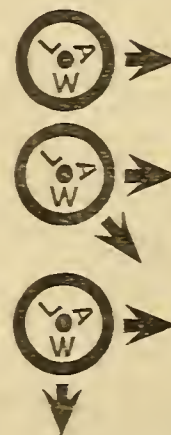
The stencil sign may be put on any post, fence, or existing board. It will be put up in a neat, compact form to carry in the pocket,

and the sign can easily be made on any conspicuous place in a few minutes. It may be placed on the guide board, or not, as the case demands. In Massachusetts the board is official in its shape, and the stencil sign is not necessary.

The official shape guide board of the Massachusetts Div. L. A. W.:—The requirements are that the board shall exhibit the angles as shown in the cut, and the ground color must be white with lettering in black. There are no limitations as to dimensions or angles. It is simply necessary that the latter should be sufficient to render the board plainly distinguishable from the ordinary ones.



OFFICIAL L. A. W. STENCIL SIGNS.



No. 1 is the direction sign. It means: Bicyclers go this way. The best road or way. At the top of a hill—May be safely coasted.

No. 2 is the cautionary sign. It means: Ride with care. At the top of a hill—Descend cautiously; dangerous coasting.

No. 3 is the danger sign. It means: Better dismount—unsafe riding. No coasting.

Respectfully yours,

EDWARD K. HILL.

For the L. A. W. Com. on Stencil Signs, and the Massachusetts Div. L. A. W. Committee on Guide-boards.

THE MASSACHUSETTS ENTERTAINMENT.

At Horticultural Hall, last Saturday evening, the Massachusetts Bicycle Club gave an entertainment of rhetorical and musical selections and fancy bicycling, which was a source of great amusement and pleasure to an audience which filled the entire hall. The audience was evidently friendly to those under whose auspices the affair was arranged, and had come determined to be pleased with the performance of all the participants; but they were not called upon to draw upon the resources of their determination, for the performers, without exception, commanded a high degree of appreciation by their own merits. The programme included selections by a double quartet of male voices, solos by Mr. Willis Clark and Mrs. Abbie Clark Ford, a medley of popular airs by a banjo quartet composed of Messrs. R. H. Leavens, D. H. Waters, F. A. Foster and George Barker, a series of character impersonations by Mr. Edward T. Phelan, recitations by Mr. M. M. Grant, and a series of bicycle balance acts by Messrs. Wilmot and Atkins. The balancing by Mr. Wilmot was especially novel and noteworthy, and he seemed to exhaust the variety of possible positions upon the machine while it remained stationary upon the stage, supported only at two points by the wheels.

Owing to the limited space offered by the stage, he was compelled to omit some of his best acts requiring riding room. We consider Mr. Wilmot one of the most expert exponents of the art. Nearly every number upon the programme received a merited encore.

WHEEL RACES.

Fast Riding at the Hub.

A cold, raw, blustering afternoon was Saturday, January 20th, the date set for the great race between Prince and Frye, together with two amateur events, one an open five mile race and the other a championship event of an alleged bicycle club, existing somewhere in the south end of Boston. The great Institute building on Huntington avenue, the scene of many noted struggles, where the veteran Keen defeated the now seemingly invincible Prince; where the wily Briton Vesey succumbed to the powers of the ex-amateur Frye; where Ahl made the first mile in this country inside of three minutes, and where Gideon also cut the five-mile record, was still there as of old, cold and cheerless in spite of the advertised hot air furnaces, and the two oil-stoves on the scorers' stand were a mockery. About one thousand people braved the cold journey out to the building and were amply repaid for their trouble, as the races proved interesting. The first event was the five-mile championship referred to, and had three starters. These were Charles C. Billings, H. H. Thompson, and Frank R. Miller. Billings was the first to get away followed by Thompson, with Miller last. At the end of the first lap Miller went to the front and gradually drew away from the others, riding in good form and winning as he pleased. The times were very slow, and the race a mere procession.

Miles.	Miller.	Thompson.
1.....	3.52	3.59
2.....	7.56	8.07
3.....	12.	12.22
4.....	15.55 $\frac{1}{4}$	16.34
5.....	19.49 $\frac{1}{2}$	20.50 $\frac{1}{2}$

This was followed by another five-mile race, open to all amateurs, for which the following entries were received: E. Burnham, H. M. Sabin, A. Dolph, C. Bent, and E. A. Thompson. All started, and Thompson set a rare pace, rather astonishing the natives. He was closely followed by Burnham, with Sabin well up, and Dolph and Bent in the rear. This order was maintained until the second lap in the second mile when Burnham spurred to the front and made the pace for a mile, when Thompson again went to the front. Bent in the meantime had dropped out, and Dolph had gradually fallen behind after the end of the third mile. No change occurred in the position of the men, and it looked as though the Lenox man would win. On the last lap, at the ringing of the bell, Burnham spurred and passed Thompson with a rush. Sabin also spurred, but could not get by, and the pair raced for second place, the New Yorker retaining his lead by about two feet and finishing about one yard

behind Burnham. The time was excellent and the race very interesting and exciting.

The following are the official times for each mile:

Miles.	Burnham.	Thompson.	Sabin.
1.....	3.15	3.14	3.16
2.....	6.38	6.38 $\frac{1}{2}$	6.41
3.....	9.58	9.57	10.02
4.....	13.16	13.15	13.18
5.....	16.25 $\frac{1}{2}$	16.26 $\frac{3}{4}$	16.27

The Prizes awarded were: Gold medal to first and silver to second.

Before the great event of the day, John S. Prince was called out and presented with a handsome gold medal by Mr. Charles E. Pratt, on behalf of the Pope Mfg. Co. The medal is of solid gold, nearly encircled by a laurel wreath and suspended by two chains from a bicycle handle bar, surmounted by an eagle of oxidized silver. On the obverse face of the medal is engraved the figure of Prince mounted on his bicycle in a racing posture. On the reverse side is engraved the following inscription:

Presented to John S. Prince by the Pope Mfg. Co., Boston, Mass., for winning the first Championship of America on the first Columbia Racer, beating all previous American records. Time, 32 minutes 44 seconds for 10 miles. December 18th, 1882.

Mr. Pratt in his presentation speech said:

"Mr. Prince, I have an agreeable errand to do, in which you will be interested. You have won many prizes, rewards offered beforehand, and honorably and skillfully earned. I hold one here which you may have equally deserved but which is an unstipulated gift, an unexpected memento.

"You have chosen to race on an American machine; you have won the first race and made the first record on an American racing bicycle, and in doing it you have competed with the best, or at least one of the best, and noblest wheelmen on the path in this country to-day, whether amateur or professional. In doing this, too, you have lowered not only your own previous records but all others for the ten mile distance.

"The Pope Mfg. Co., whose machine you have thus chosen to ride (without solicitation or reward from them), has, therefore, procured and requested me to present to you in their behalf this medal, as a simple memento of the facts I have referred to, and of their esteem and good wishes for you.

"Whatever machine you may ride, and whether you win in races or not, may you always wear this medal on as honest and manly breast as now."

When the two men, Frye and Prince, came to the scratch for their third race together for \$600 and the Professional Championship of America they were heartily cheered. Frye, in our opinion, looked trained a little too fine, while Prince seemed in excellent trim. Frye was mounted on a 57 $\frac{1}{2}$ -inch Yale racer, while Prince clung to his 53 $\frac{1}{2}$ -inch Columbia racer. It was growing dark rapidly, and the chilling atmosphere set the impatient throng stamping,

adding to this a few inquisitive reporters were bothering the officials for scores at every fraction of a mile, and the mournful strains of the band, things were not as cheerful as they might have been. Having shaken hands, each man braced himself for the start, and at the pistol-fire darted away. Frye got the best of the push-off, but Prince was close at his heels, which position he held for three miles when he put on one of his famous spurts and passed Frye comparatively easily, and increased his lead about ten yards. This the Marlboro man was able to make up in the next two laps and was on his rear wheel until the first lap in the sixth mile, when he again went to the front. At the commencement of the seventh mile the champion was making the pace, but on the first lap of the eighth mile Frye again showed to the front. Prince hung behind him until the third lap of the tenth mile, when, in response to the yells of his constituents, he spurred handsomely, and when the men passed the post for the last time, Prince was at least ten yards in advance; he continued his spurt, and Fry gave up without finishing. Prince dashed by the wire in 32:49.

The times for each mile of each man were as follows:

Miles.	Prince.	Frye.	Best record.	Made by.
1.....	3:10	3:09 $\frac{1}{4}$	3:09 $\frac{1}{2}$	Frye.
2.....	6:23 $\frac{1}{2}$	6:23	6:24 $\frac{3}{4}$	Prince.
3.....	9:42 $\frac{1}{2}$	9:42	9:41 $\frac{1}{2}$	Frye.
4.....	13:00 $\frac{1}{2}$	13:01	12:59 $\frac{3}{4}$	Prince.
5.....	16:26 $\frac{1}{2}$	16:27	16:14 $\frac{1}{4}$	Prince.
6.....	19:42 $\frac{1}{4}$	19:41 $\frac{3}{4}$	19:35	Prince.
7.....	22:17	22:17 $\frac{1}{2}$	22:54 $\frac{1}{4}$	Prince.
8.....	26:31 $\frac{1}{2}$	26:31	26:14 $\frac{3}{4}$	Prince.
9.....	29:45 $\frac{1}{2}$	29:45	29:33 $\frac{1}{4}$	Prince.
10.....	32:49	32:44	Prince.

The official timers were W. H. Walsh and C. R. Percival. The editor of THE WHEEL had made arrangements to time each race, and was appointed an official time-keeper by Mr. Frye. His watch had been carefully regulated for two or three days previous. In the first two races he made the time a half second faster than his colleagues, but in Prince-Frye race his watch registered 3.9 $\frac{1}{4}$, while the other watches registered 3.8 $\frac{1}{4}$. This was accounted for by the start. His watch taking the time from the flash of the pistol and the others with the push-off. The second mile, all watches agreed on 6.23. As both these figures were inside the best professional record, the times were all right. In the third mile his watch registered 9.42, while the other watches showed 9.41 and 9.41 $\frac{1}{4}$. These times would beat the record, while his time was one-half second outside of it. The Referee decided to accept the times as returned by Mr. Jenkins, which caused some kicking on the part of Mr. Percival. In view, however, of the fact that all the miles above the second up to the finish were slower than the record, and also that Percival lost a bet on the record being broken at that point, we think the ground for sustaining the times was well taken. We would also suggest that in future, officials be selected that have no pecuniary interest hanging on the result of a race, especially in the capacity of timers.

The other officials of the day were:

Judges—A. Bassett, Eugene Merrell, J. Dean; Referee—E. Hodges; Timers—Fred Jenkins, W. H. Walsh, C. R. Percival; Starter—F. Weston; Scorers—H. Cory, E. Norton; Clerks of the Course—A. L. Atkins, James Underwood.



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

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TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidently) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Saturday morning at the latest. Address Fred. Jenkins, Editor of THE WHEEL, Box 444, New York.

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

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.

OUR FREEDOM.

This country of ours is so often spoken of as "the land of the free and the home of the brave," and we have become so well assured of what we are pleased to still call by tradition and habit "our freedom," that we are apt to overlook the constantly menacing dangers. The freedom of the highways is one of the choicest and most necessary parts of our liberty.

We have a right to the "pursuit of happiness," a right to "assemble" at places of public meeting, a right to free "commerce between the States." We have the same right to travel, to personal liberty, subject only to police regulation, in any other State of the Union as we have in our own.

There is a tendency to monopoly, in a certain sense; that is, to arrogate exclusive privileges. We see this in many other things besides the building up of large business concerns. There is a would-be monopoly of the roads by those who own and drive horses. When steam railways began to be built, there was great opposition from the horse monopoly, and it was only through battles in all the courts that the steam railroads became established; and

the same conflicts arose when street railways, or "horse railroads," were put in. In this latter contest, however, there was a speedier compromise, because the horses were retained, although the proportion of horses is much less than by any other method, still, as there are horses in it, it has soon worked its way into full recognition of its right to be.

But whenever it has been proposed to propel the car by steam or by electricity, or by a chain worked from a remote motor, or by any other method than the quadruped and whiffletree, there has arisen the sternest opposition.

When we first began to ride bicycles, even in the goodly town of Boston, there were those who petitioned the city fathers to put on regulations which would have amounted almost to proscription; and here and there all over the country there have been those from time to time prejudiced, bigoted, or foolish enough to attempt to stir the governing powers that are, either to restrain the use of velocipedes altogether, or, finding that they have no power to do that, to load down the use of the wheel by so many or such troublesome restrictions as practically to stop it.

Now comes "Mr. Green of Shelby" in the general assembly of Ohio, and introduces a bill "to regulate the use of traction engines, bicycles, and tricycles upon public roads; and this is a part of his regulation bill: "And any person using or riding a bicycle, tricycle or velocipede upon or along any public road or street, shall, on seeing any person driving or riding any horse or horses thereon, from any direction, toward him, dismount at least twenty-five feet away from such horse or horses; and pass the same on foot, or permit the person managing the same to drive or ride past him, while so dismounted; and any person using a bicycle, tricycle or velocipede, and failing to comply with the provisions of this section in regard to the same shall be liable for all damages sustained in person or property, in any manner, by reason of such person failing so to do; and shall also, on conviction of failing to comply with the provisions hereof regarding bicycles, tricycles and velocipedes, be fined not less than one, nor more than five dollars."

Imagine the delight of riding about our cities and villages, or even near any country four-corners, when you must keep sharp lookout before and behind for any approaching horse, and dismount at least twenty-five feet away, wait until the driver or rider has passed, and then either mount or wait for an opportunity to mount when no horse shall be approaching in either direction. Such a statute would be a virtual prohibition of travel, and the passage of such an act by any legislature would be a most mischievous precedent.

We trust our Ohio brethren who have so many able and influential gentlemen in their ranks, will take pains to enlighten the Ohio Assembly, and to defeat this particular idiocy of Mr. Green of Shelby.

THE PARK CASE.

The appeal from the decision of Judge Lawrence in "the Central Park case," which will be remembered by all wheelmen, was argued on Friday, the 19th inst., by Mr. Edward Wetmore, Esq., on behalf of the wheelmen, before the General Term. The sitting judges evinced much interest in the particular questions involved, took the papers, and reserved their decision. It is to be hoped that they will find grounds on which to reverse the decision, and not only do justice to the wheelmen, but establish the principle that Commissioners and Boards cannot carry the "regulation" idea so far as to entirely exclude or prohibit any class of the community from its equal enjoyment of public property and privilege.

We understand that if the decision of the General Term should be adverse, there is a resort open to the Court of Appeals, and that the case will be carried there. The bicyclers have a responsible backer, whose well-known persistency in a cause undertaken leads us to think the case will be carried even to the Supreme Court of the United States, if necessary or possible.

The case was not made wholly on bicycles. It will be remembered one of the wheelmen was a tricycler, and whatever decision the Courts may make; or whatever effect the case may have otherwise, will affect the use of tricycles as well.

Meantime, as Spring approaches, and wheelmen begin to look wistfully again toward the ample ways of the Park, why not renew the petition for limited privileges by leave of the Commissioners? The time is long since the previous efforts of the clubs; and the half-new constitution of the Board gives another reason to expect at least a careful review of the matter, and perhaps a more liberal result. Who will stir the matter and make the first move?

IN TRINITY SQUARE, BOSTON, 1878.

Notable days our city saw "of old,"
When wheel on wheel of novel riding rolled
Before her moneyed churches and around
The multitude, whom chariots of no sound
Charmed to a hush of wonder, and the rate
And poise they witnessed in bicycle's gait.
On the proud towers paused angels, seen by few,
Some earnest genuflections glad to view,
And know that drivers of the better horse
Were all upright men holding by the cross.

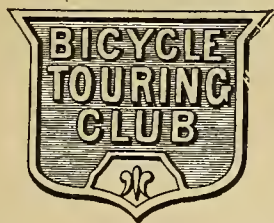
D.

A RIVERSIDE INCIDENT.

Estelle O'Houlihan was the only daughter of the haughty Count O'Houlihan, whose castle has obtained so world-wide a reputation from the life-like representation of it in "Squatters' Sovereignty." St. James Simpson was as yet only chief engineer of the tape counter at Macy's, and his ambition was to be promoted to the ribbon counter, and to wed the fair Estelle.

Her Pat-rician father, however, as he returned from his daily recreation of shovelling smoke in a neighboring gas-house, placed his silver dinner-pail upon the dry-goods box which served as piano, dressing-case and bouffet, and folding his arms thus he spoke: "No, it shall not be! What! You, a daughter of the last of the O'Houlihan's, whose ancestors were eating their praties when St. Patrick landed on the 'ould sod'—you ask me to bestow the priceless treasure of your hand and name and all these broad acres upon St. James Simpson, whose only claim to fame is the melody with which he can sweetly call 'Cash' as he bites off a yard of tape for a customer." Slowly Estelle planted herself firmly upon her number elevens, and thus the noble maiden spoke for the absent lover, who she well knew was even at that moment hiring a "bone shaker," to carry him to their trysting place upon the "Riverside Drive." "I love St. James Simpson with a 'this-kind-two-for-a-quarter-and-don't-you-forgot-it' kind of love, and he has sworn to me by the hollow forks of his steely steed that he will cling to me as does the red para to the embracing rim; and am I never to look upon his manly form, topped by that daisy polo cap? Am I never again to lay this head upon his chest-protector, while I look for the gleam of the matinee tickets or the festive caramel in his waistcoat pocket? Well, I guess not! A bicyler's bride I'll be, ere the droning of the bee brings to earth the glad tidings that 'Spring-time has come, gentle Annie'"—and she was.

SELAH.



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.

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APPOINTMENT.

Consul for Gloucester, Mass.—J. S. WEBBER, Jr., 52 Main st.

Consul for N. Y. City—F. A. EGAN, 4 E. 59th st.

NOTICE.

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

Members wishing to participate in the B.T.C. excursion to England, sailing July 21st, 1883, should communicate with the Chief Consul at as early a date as convenient.

At the last regular meeting of the Ixion Bicycle Club, it was unanimously voted to extend the courtesies of the Club to all visiting members of the B.T.C., and to place the Club Rooms, at 4 East 59th St., N. Y. City, at the disposal of the Chief and State Consuls of the U. S., for any meetings of the B.T.C., which it might be desirable to hold in that vicinity.

Members are requested not to fail to send to the C.C. a line of acknowledgment on receipt of their badges.

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.

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TO LEAGUE MEMBERS:

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

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

Yours very truly,

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

Massachusetts Bi. Club—

3301—Renslow Crosby.....383 Washington st.
3302—James W. Farrington.....352 " "
3303—F. W. Hymer.....care Little, Brown & Co.
Boston, Mass.

Greenfield Bi. Club—

3304—Walter N. Snow.....Greenfield, Mass.
3309—L. B. Boutwell, Pres....." "
3310—Benj. F. Butler, Capt....." "
3311—Fred. E. Hawks, Asst. Capt....." "
3312—F. R. Hollister....." "
3313—F. H. Ulrich....." "
3314—Hollis B. Bagg....." "

Unattached—

3305—E. H. Greene, Recorder's Office,
Municipal Court.....Portland, Me.
3306—H. F. Libby, Clerk of Court's Office " "
3307—G. S. Pitcher, 34 Pine st....." "
3308—Daniel F. Wing.....Waterville, Me.
3324—Chas. E. Purinton.....88 W. Newton st.
Boston, Mass.

3325—Jos. H. Taylor.....621 Market st., Phila., Pa.

Missouri Bi-Club—

3315—Cornelius Hatch.....1543 Gratiot st.
3316—Chas. E. Duryea.....706 " "
3317—J. Frank Hackstaff.....312 Chestnut st.
3318—Edward M. Starr.....1401 Chouteau Ave.
St. Louis, Mo.

Middletown Bi-Club—

3319—Russell T. Low, Capt.....Middletown, N.Y.
3320—Moses Vail....." "
3321—Burt Hasbrook....." "
3322—Harry C. Ogden....." "
3323—Theodore L. Rure....." "

Binghamton Bi-Club—

3326—Chas. E. Titchener, Box 85..Binghamton, N.Y.

What the Owl would like to know.

Whether the Springfield Club's new uniform isn't very swell?

Where "Poker Flat" is?

Whether the "Vet" isn't getting to be quite a society man since he took to wearing the ministerial choker?

Whether *Truth* don't deserve the thanks of bicyclers when it speaks thus impartially in regard to their merits, etc.:

Bicycles and tricycles are making time literally and figuratively in the West, and the rights of the riders are now respected. The other day a rider was arrested for trespass in Forest Park, St. Louis, but the Justice decided that the bicyclist had as much right there as a carriage. It is claimed that \$121,226 in duties were paid during the year just closed; so that the iron horse forms no small staple in the merchandise of the country.

Whether you are going to be at the American Institute?

Who is going to win among all the "champions" (?) entered?

Where a finer letter, bicyclingly considered, can be found than the one from the now famous "Chic" in last week's *World*?

Whether he hasn't made a mistake therein when he asserts that "The Owl" was frozen?

Why Fullerton don't go on the stage and not waste his talents in private exhibitions of his colored histrionic abilities?

Whether it is true that both the partners in an up-town bicycle emporium are thinking of donning the hymeneal yoke?

Why "Jack Frost" isn't more lenient to us bicyclers?

Whether the talk of V. C. Place becoming a professional is not premature?

Why Capt. "Tommie" has retired from before the bicycling public?

Whether Newman did not bring fresh glory upon himself by the masterly manner in which he delivered his operatic selections at the "Elks" on Sunday? They call him "Campanini Newman" now.

Whether it is true that Pres. Egan, of the Ixions, has been so overcome at his recent nomination for City Consul B.T.C. that he has not been able to get up to his Club since?

Where Louise got those checker-board stockings she displays in her new pictures?

Why "Hal" don't ride a cradle spring and thereby overcome the faults he finds with the others in general use?

How many "fingers" Carter has?

Why Capt. "Tommie" feels so badly over the fact that Hendee enters Yale the same time Tommie does Harvard?

Why Rood, of the Lennox Club, should wait until the family went to Europe, to display his ability as a high kicker?

Why Rood and Capt. "Tommie" don't join the Ixions and thus unite all the city racing elements in one club?

MISCELLANEOUS.

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

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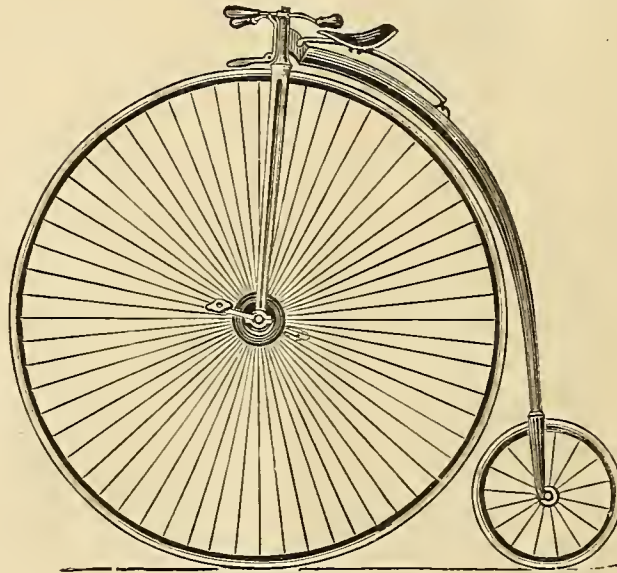
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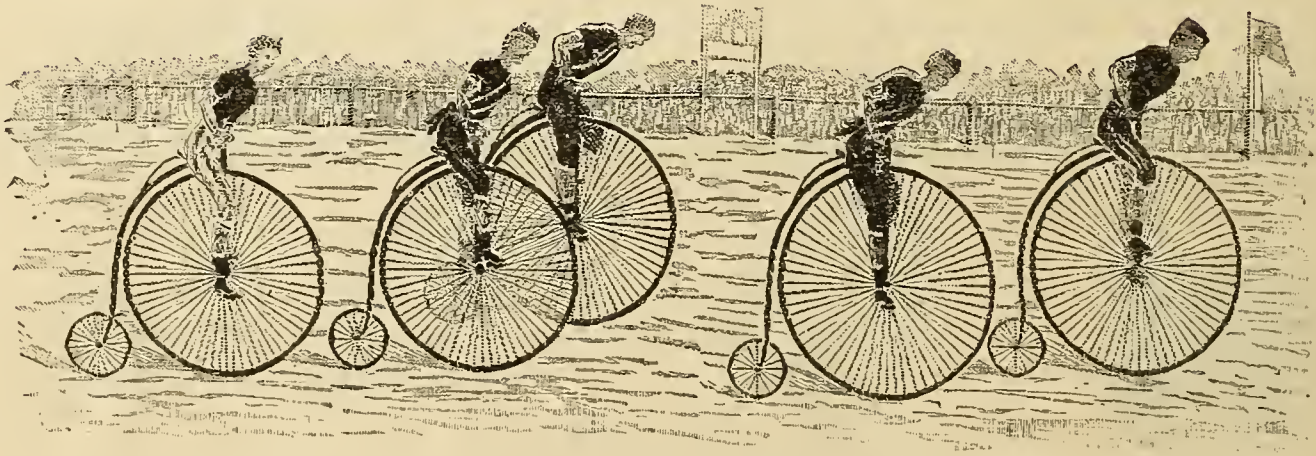
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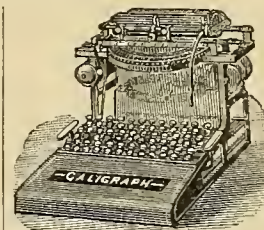
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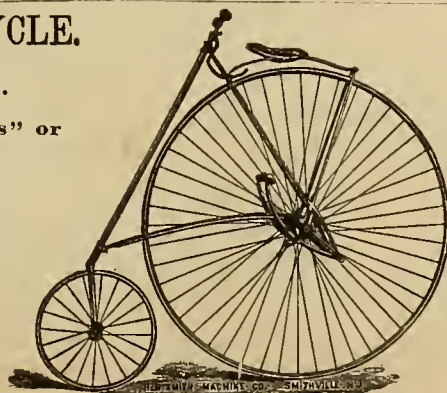
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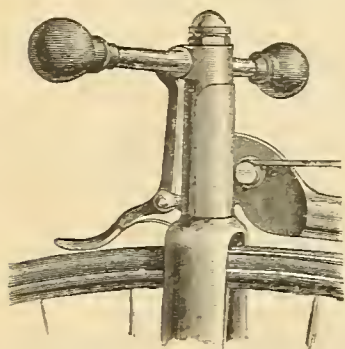
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