

THE WHEEL.

A Journal of Bicycling.

Vol. I. No. 14.]

MARCH 30 1881.

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FOR 1881.

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The WHEELMAN'S LOG BOOK, and THE WHEEL for one year, will be sent to any address upon receipt of \$1.25.

FRED. JENKINS, Publisher,
75 Fulton Street, New York.

Mr. Fred. Jenkins, has issued a Wheelman's Log Book for 1881, which will supply a want long felt among tourists. It consists of 32 pages, ruled for names, distances, state of roads and general remarks. Our Bicycling friends, on turning over its pages at the end of the season, will thereby recall many pleasant events. The price, 25 cents, places it within the reach of all. We venture to predict for this little volume the success which it deserves.—*Courier*.

THE WHEEL will be sent for one year to members of the League of American Wheelmen for fifty cents.

In Memoriam.

March 19th, 1881.

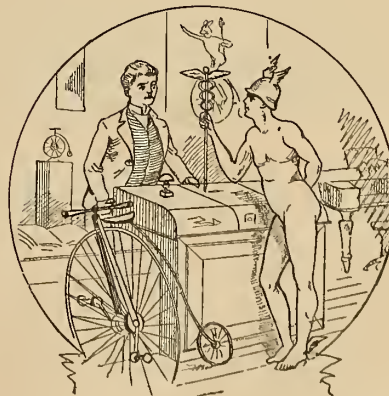
SACRED TO THE MEMORY OF
ARTICLE II. CONSTITUTION, L. A. W.

New York Mourns Her Loss.

MERCURY'S INTRODUCTION TO THE MERCURY BICYCLE CLUB.

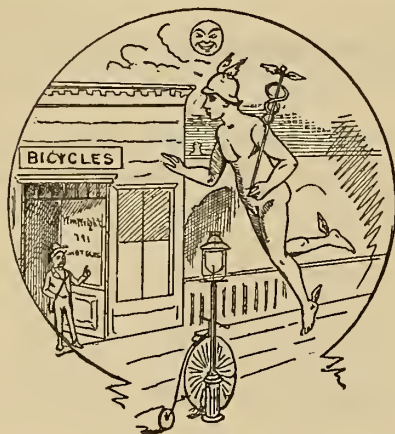
BY JAS. REVELL.

As Mercury one moonlight night
Along Fifth Avenue winged his flight,
Bent on some harmless sort of fun
He halts at seven ninety one.
For glistening in the pale moonlight
He there discerned the name of "Wright;"
And on an elevated shelf
He saw a statue of himself.
"Ha! Ha!" quoth he, "now let me see
What mortals have to do with me!"
So stooping down, the latch he tried,
And entering thro' the portals wide
Accosted Carter, who enquired:



What article might be required?
Quoth he, "Well I require nought
But information's by me sought,
To know any connection that you
Have twixt yourself and my statue.
It chanced to be a meeting night,

And Mercurians including Wright
In solemn conclave all were there,
With president Noel in the chair;
So learning this he quick resolved
At once to have the matter solved.
The Boys to see him were delighted,
And matters very soon were Wrighted.
They told him all about THE WHEEL.
Examined the wing upon his heel;
And one of them, 'twas Neergaard said it,
He hoped the Club would do him credit;
And do their very best and try
To always keep the Mercury high.
After which, declining a parting glass,



Swift out of sight did Mercury pass.

PICKINGS AND STEALINGS

Get out your Latin dictionary.

And your Greek Testament.

Engage your stateroom, and make up your minds to go to Boston.

Also give up the idea of ever riding in the Park.

Baked beans and culture go (figuratively speaking) hand in hand.

Writers for the press should take pains to write legibly. Our compositors cannot always safely follow the written copy *exactly* as it seems in the MSS. It was said to be intended for: "Her dainty feet were cased in shoes that might have been taken for fairy boots," at least that is the supposition, but the compositor says it looked exactly like, "Her dirty feet were cussed in shoes that might have been taken for ferry boats."—*Christian at Work*.

Mr. James Revell, who recently made a trip from New York to Boston has assumed charge of the bicycling department of the *Sunday Courier*. Although we lose an occasional correspondent in "Jimmy," we wish him all the success possible. May he gather considerable moss.

A gentleman from Chicago, writes that the article published in the *Bicycling World* containing extracts from Mr. Julius Wilcox's letter, was printed for distribution among the Councilmen in Chicago, and in sending it to that paper he omitted to inform the editor of its proper origin. As this is a satisfactory explanation, we are happy to be able to apologize for our remarks.

The Hawthorne Bicycle Club of Salem held their annual meeting on Monday evening, the 14th instant, when the following officers were elected: President, A. D. Sanborn; Vice President, George Lawrence; Secretary, Henry Bowie; Captain, L. B. Packard; Sub-Captain, John A. Sanders. The Club voted to join the L. A. W., and after providing for a run on Fast Day, and transacting other business adjourned.

N.

A Sunday School Fair in aid of the Babies Shelter, of the Church of the Holy Communion, will be held at the Sunday School Rooms, 49 West 20th Street, from April 20th to 23d. We hope our readers will remember the homeless little ones, and bestow on them many dimes—the moderate price of admission.

A new Club called the "Kings County Wheelmen" has been organized in Brooklyn, under very auspicious circumstances. Ten owners of the wheel—Messrs. G. F. Brown, F. H. Douglas, A. Schwalbach, John Clark, E. K. Austin, Chas. Schwalbach, F. G. F. Barlow, F. D. Laughlin, G. H. Hooper and Jcs. McKee responding enthusiastically to a call issued to the unattached riders of the place, and the membership will be increased to at least fifteen during the next few weeks.

Two business meetings have been held. At the first, on the 17th instant, an election of officers was held, when the following were elected: George T. Brown, president; John Clark, captain; Frank H. Douglas, sub-captain; Edward K. Austin (P. O. Box 2414, New York), secretary and treasurer. Committees were appointed and the club name adopted unanimously.

At the second meeting, held on the 24th instant, resolutions and by-laws governing the club were adopted, the club uniform to be gray shirt, brown corduroy cap, coat, and pants, and stockings of the same color; a club badge and colors, seal brown and cardinal, were adopted; a club committee of Messrs. Barlow, Hooper and Laughlin, elected; a special meeting called to take action as regards becoming members of the L. A. W., and other business of importance transacted.

The proposed runs, tours, etc., of the season will make it undoubtedly an interesting one, and as the members are all of respectability and good social standing, there can but be a bright future for the club.

D.

A friend states that he overheard the the following conversation between two bootblacks in Vine street one morning about six weeks ago:

"Say, Skinny, where was you last night?"

"Me? I was up ter Heuck's. Where was you?"

"I was down ter Pike's ter see The Merchant of Venice."

"Wot kind of a piece is it, Bill? Wot's it about?"

"Well, Skinny, its first class, an' no mistake. Yer see, ther's a cove in it named Bassanyo, an' he's dead struck on er gal named Porsher, an' he wants to marry her, but he ain't got the scads to go housekeeping. So he goes to a friend of his'n named Antonio, wot keeps boats to let, and tries to borrow the sugar off'n him. Well, biz, d'ye see, hasn't been very brisk with Tony for awhile back, and he hasn't got the ready cash; but, as Bassanyo has done him many a good turn, he sez he'll get it for 'im. Well, he ups and goes to an old pawnbroker named Sheelock an' strikes him fer the ducats. Well, dy'e see, this yer Sheelock doesn't like Tony for a cent, 'cause he called him tuff names, and camped him a time or two onct down to the market-house. Howsumdever, he at last agrees to let Tony hev the money, provided he'd promise to give him a pound of flesh next his heart, d'ye see, if he can't make good when the dust is due. Tony sez 'swipes' and the bargain's made. Well, Bassan and Porsher get spliced, an' go off on a bridal tower or suthin, and hev a happy old time all to themselves. Bimeby, the river freezes up or suthin, and the boat-hirin business gets awful dull, and when his little note falls due Tony hasn't got the where-withal to liquidate.

"'Come an' see me,' says Sheelock.

"'Sorry for yer, old man,' sez Tony, 'but yer had better come around this day a month. I'll be better heeled then.'" Well wot does the old duffer do but go off'n get a warrant and jerks Tony inter jail. Well, when Bassanyo hears this he skirmishes around like fun an' by the day of der trial he has enuff of wealth to take up der note ten times over, but Sheelock won't hev it that way and swears that he'll hev his pound of flesh or bust up the hull city government. Just as things look mighty rocky for Tony in comes Porsher disguised like a lawyer. She makes a big talk an' to hear her go on you'd think she was dead agin Tony; all of a sudden she wheeled around and sez she to Sheelock, sez she: 'It's all right fer yer pound of meat, old man, but nixey on ter blood,' an when she sed that, cull, Sheelock looked meaner nor pizen an' you could hev knocked him over with a club."—*Cincinnati Enquirer*.

TO THE MEMBERS OF THE

League of American Wheelmen.

WE are firm believers in the League of American Wheelmen, but we do not think it right to compel its members to pay three times the amount of their annual dues to obtain information in regard to its workings. We have a very high respect for the "Official Organ" and wish it all manner of success, but at the same time, we do not think the League is created for its pecuniary benefit. We intend to issue every month a supplement containing a complete record of the proceedings of the League of American Wheelmen. This will be sent to members only for

FIFTY CENTS A YEAR,

the actual cost of printing and mailing. This issue, which we place in the hands of every member of the League, is a sample number. We shall print a list of the consuls appointed up to date, names of candidates for membership, and shall give descriptions of roads and distances, and information that will facilitate touring. To accomplish this result, we will be obliged to members if they will furnish all the information in their power to attain these ends. Address all communications to

FRED. JENKINS, Publisher,
75 Fulton Street, N. Y.

Officers for 1880-'81.

President—Charles E Pratt, of Boston.
Vice-President—Thomas K Longstreth, of Philadelphia.
Commander—C K Munroe, of New York,
Corresponding Secretary—Albert S Parsons, of Cambridge.
Recording Secretary—J Frank Burrill, of New York.
Treasurer—Hugh L Willoughby, of Saratoga.

Consuls Appointed 1880-'81.

CANADA.

MONTREAL, QUE., A. T. LANE.
RICHMOND, QUE., A. H. Hatchard.
BRANTFORD, ONT., R. W. Leeming.
GUELPH, ONT., R. R. BALDWIN, Bank of Commerce.
HAMILTON, ONT., Jno. Moodie, Jr.
INGERSOLL, ONT., W. Caswell.
LONDON, ONT., Mr. McIntosh.
ST. CATHERINES, ONT., P. Healey.
TORONTO, ONT., H. M. Blackburn.
WOODSTOCK, ONT., J. G. Hay.

CONNECTICUT.

BRIDGEPORT, H. A. Bishop.
HARTFORD, E. W. Colt, R. C. Warder, F. E. Belden, F. C. Penfield.
MERIDEN, Dr. T. S. Rust.
NEW HAVEN, Frank C. Tuttle, Wm. M. Frisbie, F. A. Jackson, C. H. Wetmore.
NEW BRITAIN, Leonard Doig.
ROCKVILLE, Wm. Maxwell.

DISTRICT OF COLUMBIA.

WASHINGTON, L. W. Seely, Lenox Building, cor. 7th and G Streets, and 941 Massachusetts Avenue.

KENTUCKY.

FARMDALE, Capt. C. W. Fowler.
FRANKFORT, W. C. Macklin.

MICHIGAN.

GRAND RAPIDS, Chas. H. Leonard.

NEW HAMPSHIRE.

DOVER, C. S. Clifford, Washington Street.
EXETER, David Hunter McAlpine.
FARMINGTON, Earnest Peavey.
PORTSMOUTH, Chas. A. Davis, 25 Austin Street.
RYE, L. Jenness, Jenness' Beach.

NEW JERSEY.

NEWARK, Herbert W. Knight, 766 Broad Street; Edward R. Bellman, 584 High Street.
ORANGE, Warren J. Smith, Wanderers' First National Bank.
PLAINFIELD, Geo. T. C. Quillie.
PRINCETON, Wm. A. Field, Princeton College.

NEW YORK.

ALBANY, Fred. B. Hubbard, 40 State Street.
BROOKLYN, Maxwell Wrigley, 19 Lefferts Place.
FRANKLIN, David D. Grant, (Postmaster) 16th Street.
GREENPORT, D. J. Mears, 258 Grand Ave., Brooklyn.
JOHNSTOWN, George W. Hamilton, Cambria Iron Company, 129 Lincoln Street.
NEW YORK, Downing Vaux, 71 Broadway; Chas. W. Minor, 13 Park Row.
NEWBURGH, J. T. Joslin, 109 Water Street.
PITTSBURG, O. H. Allerton, Jr., East End StockYards, Hiland Ave., E. E.; Thomas L. Owen, Eliza Furnace, Hazelwood; Chas. E. Wilson, 49 Fifth Ave., Lawrenceville, 46th St.
SARATOGA SPRINGS, A. R. McNair, 626 N. Broadway.
WILLIAMSPORT, Jo. Schneider, 32 Willow Street; W. B. Gage, Saratoga Springs.
YONKERS, M. Clinton Smith, 171 Warburton Ave.

OHIO.

CINCINNATI, Jos G. Kitchell, 345 Race Street; H. Gaylord Welshin, Third National Bank.
CLEVELAND, Harry Glidden, Weddel House; Alfred Ely, Jr. 393 Prospect Street; Wm. J. Cotton, 13 Walingford Court.
SPRINGFIELD, D. E. Barnum.

PENNSYLVANIA.

CHESTNUT HILL, C. Fred. Cope.
GERMANTOWN, Warren H. Poley, Main St., Germantown.
JENKINTOWN, J. W. Grisowne.
JOHNSTONE, Geo. W. Hamilton.
PHILADELPHIA, A. G. Powell, 829 Willow Street, Philadelphia.
SUSQUEHANNA, T. A. Hayward.
WEST PHILADELPHIA, H. A. Blakiston, 3905 Chestnut St., Philadelphia.
WILKESBARRE, E. W. Sturdevant.

RHODE ISLAND.

PROVIDENCE, Carl A. Smith, Carpet Co.

Members Proposed.

Members of the League and Bicyclers generally should remember that the object of the publication of the names of applicants for membership in the L. A. W. is that objectionable persons may be kept out.

This cannot be done unless the names are carefully watched, and notice sent to the corresponding secretary (or to any member of the Committee on Membership), if the name of any one known to be objectionable is found. However unpleasant this duty may be, it is a duty, and one which no wheelman should shirk. The names of those giving such information will be considered strictly confidential.

Applications for membership should be sent, accompanied by fees, \$1.00 for individuals, or 50 cents each for clubs, whose entire active membership joins, to ALBERT S. PARSONS, *Cor. Sec. L. A. W., Cambridgeport, Mass.*

Applications Received During March.

MERCURY BICYCLE CLUB, all of New York.—Pierre Noel, 109 Waverly Place; William M. Wright, 160 Fulton Street; John H. Olmstead, 34 East 28th Street; Sidney H. Neergaard, 34 East 28th Street; Thomas E. Brown, Jr., 71 Broadway; William E. Wilmerding, 56 Broadway; Theodore E. Neergaard, 110 Madison Avenue; Harry Blake, 21 Cortlandt Street; Charles Noel, 109 Waverly Place; Lewis F. Neergaard, 34 East 28th Street; Sidney B. Wright, 160 Fulton Street; Paul Bunker, 17 Broad Street.

CENTAUR BICYCLE CLUB, of Philadelphia, Pa.—Captain John E. Le Conte, 1625 Spruce Street; secretary and treasurer, Richard D. Baker, 1414 Arch Street; bugler, L. Harrison Dulles, 262 South 16th Street; N. A. Stockton, 714 Spruce Street; Charles P. Mac-

* Arthur, 4203 Walnut Street; S. P. Hutchinson, 1835 Pine Street; B. C. Tilghman, Jr., 321 South 11th Street; C. Leland Harrison; 1628 Locust Street; Wm. De Ford Baker, 1414 Arch Street, Thomas D. Whitaker, Olney P. O., Pa.

ARLINGTON BI. CLUB, of Washington, D. C.—F H Sturtevant, Mt Pleasant, D C. Unattached, Charles B Olmstead and George H Simons, Potsdam, St Lawrence County, New York; Richard F Borden, Red Bank, Monmouth County, N J; G Edward Olson, 129 Summer Street, Worcester, Mass.

SPRING MEETING OF THE BOARD OF OFFICERS L. A. W.

A special meeting of the Board of Officers of the League of American Wheelmen, called by the president under the rules, was held at the Boston-Massachusetts Headquarters, 40 Providence street, Boston, Mass., on 19 March, 1881. The meeting had been called for 8 o'clock P. M. to take action upon such matters as might properly come before the board; and was called at this time because the January meeting adjourned without a quorum, and the time for the regular April meeting was scarcely the required two months before the date of the May Meet.

The meeting was called to order by President Charles E. Pratt, at the appointed time, the following officers being present: President, Charles E. Pratt; Directors, C. H. Lamson, of Portland, Me; R. A. Fairfield, of Biddeford, Me.; C. A. Hazlett, of Portsmouth, N. H.; E. C. Hodges, of Boston; W. H. Richmond, Providence, R. I.; S. A. Marsden, of New Haven, Conn.

Both secretaries being absent, Director Hodges was chosen secretary *pro tempore*. The president stated the object of the meeting, and that no quorum was present, though other officers were expected. Whereupon, upon motion of Mr. Lamsen, of Maine, it was voted that a recess be taken to await the arrival of members. At the expiration of the recess, the president again called the meeting to order, when the following additional officers were present: T. B. Beach, of Hartford, Conn.; Secretary, J. Frank Burrill, of New York; Corresponding Secretary, A. S. Parsons; and subsequently, Commander C. K. Munroe, of New York, and Director W. F. Gullen, of Brooklyn. The secretary read the minutes of the last meeting, which were approved.

On motion of Mr. Lamson, of Maine, Mr. Wistar, secretary of the Germantown Bi. Club, Mr. Putnam, of the New York Bi. Club, and Mr. Harrison, of the Boston Bi. Club, and editor of the *Bicycling World*, were invited to take seats with the members.

The chair then read several reports from Commander Monroe, offered at the January meeting, and a report offered at the same time by the Committee on Meetings. As the facts have been heretofore published, and the suggestions therein contained adopted, they will not again be given in detail.

The chair then read a communication from the secretary of the *Union Velocipedique de France* relating to the definition of an amateur in France, and asking its acceptance by the L. A. W. The letter was published in full in the *Bicycling World*. 11 March, 1881.

After a spirited discussion on the question of accepting the newly created French amateurs, as admitted under the recent French laws on the subject, the matter was referred, upon motion of Mr. Marsden, to the Committee on Rules and Orders.

On motion of Recording Secretary Burrill, it was voted that the corresponding secretary be directed to address a fraternal communication to the *Union Velocipedique de France* expressing the League's congratulations, and stating that the matter of the rule adopted by them as to amateur and professional is under consideration.

RULES AND REGULATIONS.

The Chair, in behalf of the Committee on Rules and Regulations, reported that the Constitution fixed the initiation fee, but no assessments or after fees. This, he said, was the duty of the board of officers, which had not been discharged. In the opinion of the committee, the board may fix this by a rule which would be simply supplementary to the rules already adopted, and

would not require ratification at a subsequent meeting. They recommend the adoption of the following

MEMBERSHIP FEES.

Each member shall pay to the treasurer of the League, on or before the first day of June, in each year following his admission to the League, the sum of \$1.00, as a membership fee, and shall forward therewith his name, address, and membership number on his old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

On motion of Mr. Hodges, the report of the membership committee was accepted. The question then turned upon the adoption of the same as a rule.

Mr. MARSDEN.—Is there any difference between the amount paid by the club-men and the unattached?

PRESIDENT.—The committee are of opinion that this was an inducement to new members to join the League, but when once in the League their fees should be the same as others. In view of the finances, it will not do to make a distinction. The League now has, say, 1,300 members; at the beginning of the new year it will probably number between 1,500 and 1,800; that measures the income for the next year, to a great extent. We have to incur certain expenses, and it is the purpose of the League to incur greater expense for printing than it has incurred this year. It is also the purpose of the League to meet counsel fees, etc., and it is evident that the revenues will not be too large if \$1.00 is charged. It seems to us that a yearly assessment of \$1.00 is small enough.

The motion of Mr. Hodges was carried, and the rule as offered was adopted.

LEAGUE UNIFORM.

Mr. Hodges, in behalf of the Committee on Rules and Orders, offered the following report, which was accepted:—

The Committee on Uniforms would report that they have solicited samples and estimates from several of the largest firms in the country, and would respectfully recommend that the uniform should consist of a "Bedford blouse," plaited in front and back, with a belt; close-fitting knee breeches, both polo cap or helmet, gray stockings. Material, gray homespun. The lowest responsible bid was from G. W. Simmons & Son, Boston, Mass., and is as follows:

Blouse, \$10; breeches, \$5; stockings, \$1; polo cap, \$1; helmet, \$1.50: all subject to a discount of fifteen per cent, to League members. The committee respectfully recommend that Messrs. G. W. Simmons & Son be appointed League outfitters.

C. E. PRATT,
A. S. PARSONS,
E. C. HODGES,

Committee.

On motion of Mr. Hodges, the following rule was unanimously adopted: "That the League costume shall consist of a 'Bedford blouse' with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional."

It was also *Voted*, "That Messrs. G. W. Simmons & Son be appointed as League outfitters to furnish the uniform, until otherwise ordered."

The Committee on Rights and Privileges, through Mr. Pratt, of Boston, offered a communication from C. A. Hazlett, director from New Hampshire, concerning three wheelmen in Exeter, N. H., who are sued for frightening a horse last November, there by causing an accident to a lady, and who have asked for League assistance in defence.

After a short debate, on motion of Mr. Marsden, it was *Voted*, "That the matter be indefinitely postponed, for the reason that at the time of the trouble the riders were not members of the League."

FINANCES, ETC.

The Committee on Finance had no report to offer. On motion of Mr. Beach, of Connecticut, it was *Voted*, "That the offi-

cers and committees be requested to make reports to the president, on or before 15 May next, their reports to be made up to 1 May, for their various departments."

On motion of Mr. Hodges, it was *Voted*, "That the Treasurer be requested to make up a report to the date of this meeting to the president of the League, for publication."

CONSUL BADGES, ETC.

On motion of Mr. Parsons, it was *Voted*, "That the League provide for the consuls, the letter 'C,' to be used as a pendant between the handle bar and wheel of the present badge."

It was also *Voted*, "That members of clubs be requested to wear their club colors underneath their League badge."

Also on motion of Mr. Parsons it was *Voted*, "That the certificate for appointment of consul be signed by the directors of the State, and countersigned by the corresponding secretary, and that blanks for such certificates be prepared by the corresponding secretary, and forwarded to the directors."

HAND-BOOK FOR MEMBERS.

The president called the attention of the board to the necessity of publishing a small pocket hand-book, containing a list of the officers, consuls, constitution and rules, for the use of members, and suggested that it be prepared by the Committee on Rules and Orders, or under their direction, to be furnished to the members at a small price, sufficient to cover expense of printing, mailing, etc. On motion of Mr. Hodges, it was *Voted*, "That the Committee on Rules and Orders be authorized and requested to have published a hand-book for members, containing the names of officers, consuls, and the constitution and rules, and such other directions as they may deem necessary."

COMMUNICATIONS.

Mr. Parsons, corresponding secretary, read a communication from Dr. E. B. Ward, of Detroit, tendering his resignation as a director, which was accepted.

A communication from the Crescent Bicycle Club, offering to give an exhibition of fancy riding, provided the Meet was held in New York, was referred to the commander, with full power to act.

A letter was also read from the Hermes Bicycle Club, of Providence, which the corresponding secretary was directed to answer.

"CONTINENT BADGE."

The first continent badge being larger than the committee had expected, Mr. Parsons said they had compromised with the jeweller who had made the new dies for one half their cost, and asked the board to pass a vote authorizing the treasurer to pay twenty-five dollars in settlement, which was done.

The Committee on Membership, Mr. Parsons continued, authorized the jeweller to make badges for the officers, at an expense not exceeding four dollars and fifty cents each; the jeweller now claims that he cannot make them for that price, and renders a bill of five dollars each. Mr. Parsons asked for the action of the board.

On motion of Mr. Hodges, *Voted*, "That no allowance be made for the extra expense claimed by the maker of the League Badges, for making the plates for the executive officers."

MAY MEET.

The president called the attention of the Board to the approach of the time for the May Meet; and in this connection read a communication from the Park Commissioners of New York, giving permission to the League to pass through the Central Park on 30 May; also, a communication from Vice-President Longstreth, in favor of holding the meeting in New York; and letters from Treasurer Willoughby, Directors White, of Baltimore, and Ely, of Cleveland, favoring the same city. Directors Thomas, of Louisville; Munroe, of Buffalo, and Hibbard, of Milwaukee, favored Washington.

F. M. Gifford, of Edina, Mo., favored Chicago, or some other Western city; and Horace S. Tibbs, of Montreal, preferred Boston. The Chair stated further that the report of the Committee on Membership favored Washington.

A recess was here taken for lunch.

On reassembling, Mr. Dillwyn Wistar, of Philadelphia, and Mr. Louis Harrison, editor of the *Bicycling World*, were in-

vited to express their ideas on the subject of the coming Meet; each being allotted ten minutes.

Mr. Wistar spoke first, as follows: "I would say by way of preface, that Philadelphia did not fully wake up to the question of having the Meet in her city until about a week ago, the reason being that Washington was thought to be the best place for the Meet, and so decided by the advisory committee. When, however, the discussion commenced as to the merits of New York and Philadelphia, it opened the doors, and we finally concluded that Philadelphia was the proper place when it came to be a question between New York, Philadelphia, or Washington."

"Looking at the desirability of Philadelphia, perhaps the first point to take up is its accessibility. Trains leave the New York and New England depot in Boston, at 6 o'clock in the evening, arrive in Philadelphia by 6 o'clock next morning. By the end of May, passengers can be put down in the centre of Philadelphia, if they see fit, and go at once to their hotels; if, however, they prefer to debark at the park, there is a station there called the 'Zoological Station,' at which they can debark with their machines at one hundred feet or so of the main exhibition building, where we propose to have facilities for storing machines in any number. We propose to have men there, to guard day and night, and to give out checks, if desired, for bicycles left in their care. We also propose to have a mechanic on hand to attend to the machines when necessary."

"The Park Commissioners consist of maybe fifteen members, and like other bodies, are divided up into committees. The committee with which bicyclers have hitherto had to do, under the rules, is a committee called 'superintendence and park police.' That committee sat last Friday, and before them appeared a committee of Philadelphia bicyclers, and stated the wants of the Philadelphia bicyclers, assuming to represent, to a certain extent, the wishes of bicyclers in all parts of the country. We stated the case as fully as possible; but this committee, unfortunately, were not able at the time to give us an absolute decision. It was impossible to arrive at a decision on such short notice. On that committee were several members we know personally are favorable to bicycling—one certainly is, and another is favorably disposed. The result of the conference with the Park Commissioners was, they told us we might go ahead and invite the League to meet in Philadelphia. In consideration of our desire to invite strangers from different parts of the country, they gave us to understand that they would give us permission to use the park within reasonable limits. They appointed one of their body—that member was Gen. Thayer, general superintendent of the park, who, I will say, incidentally, is a young man and a lover of athletic sports. We conferred with Gen. Thayer very satisfactorily. We made our request in writing: the gist of it is, that we are to have the use of the park four days—it may be trimmed down to three, but four is what we asked for; the use of the West Park up to three o'clock; all the drives in the forenoon. After three o'clock we have the asphaltum walks and some of the drives around the main exhibition building, to the extent of three or four miles—the choicest walks in the whole park, both as to width and quality of our surface. To enlarge upon the park itself is unnecessary. I would simply say that the ground has been held for a park for the last ten years; the roads are all laid scientifically, and the surface is in good condition."

"The main exhibition building we consider quite a feature, because it contains twenty-one acres under one single roof. The floor of the building is, as a general thing, good enough for satisfactory riding, through the aisles and passageways. In case of stormy weather, the riding of course would be limited to the building, but it would still have some scope. There is a large space of about 200 feet square, right under the centre transit of the building, and is built so well that roller skating is indulged in. Our convention could be held on that spot."

"As to the hotels, it is unnecessary to mention those. We have, as every city has, many first-class houses, and entertainments are as plenty as in any first-class city."

"We believe that if the Meet is held in Philadelphia it will draw from the whole of the West and New York; as for New England, the New York and New England Railroad Company could take all the bicyclers who wanted to go without change."

Bicyclers would have no such trouble getting to the place of meeting as they would have in New York City. The elevated railroad, when once aboard, is no doubt a good thing, but there would necessarily be great difficulty in the way of mounting and dismounting the stairs."

Mr. Hodges.—I would like to inquire the expense of going from New York to Philadelphia—the regular rate?

Mr. Wistar.—The regular rate is from \$2.50 to \$3.00, according to the trains taken. I will add that the fare on the New York and New England Railroad from Boston to Philadelphia is \$8.25; that does not include a sleeping-car ticket. The fare from Philadelphia to Washington is \$4.50.

Mr. Hodges.—Are there any large hotels near the park?

Mr. Wistar.—No, not in that part of the city; but very soon the railroad company expects to have trains running into the heart of the city. If so, it would take but a few minutes to run to a number of good hotels.

Mr. Harrison.—Mr. President, I do not think that I can add anything of interest to the discussion—not even the small weight of personal opinion, as I have been unable to form any as yet.

I have been aided in preserving a neutrality by the letters sent me from the various clubs belonging to the League, as they contain some excellent arguments in favor of nearly all the cities under discussion. As it may be of interest to you to know the popular expression of opinion, I will briefly outline what has been said in these letters. The sentiment in the Lafayette and Wilkesbarre clubs is strongly in favor of Philadelphia, and without doubt the home clubs, which are strong in numbers, favor the Quaker City. From Elgin, Ill., to Columbus, O., the West is in favor of Washington, as the most desirable Eastern city. The Chicago men are, however, not bent upon having it in any particular place, as I learn from them that they will turn out as large a delegation as possible wherever the Meet is held.

In New England, the New Haven men rather favor New York City, and I understand that the Crescents, of this city, have expressed themselves in favor of the same place. The Boston, Massachusetts, Chelsea, Worcester, Brattleboro, Providence, Hermes, Framingham, Waltham, Haverhill, Marlboro', Brockton, Roxbury, New Britain, and Hartford clubs are unanimously in favor of Boston.

This leads me to think that the popular sentiment is for the last-named city; but popular sentiment is but one of the many considerations to be thought of, and I would not have my knowledge of it weigh in the present discussion. The gentlemen here assembled represent, as does the question itself, large and wide-spread interests; and although each of them, perhaps, appreciates the advantages fully of the city of his choice, yet I do not think that any one understands the whole situation so thoroughly as not to be able to learn something from a careful debate of the question.

Mr. Burrill.—I think that as this question is so divided in opinion, it would be well to arrange in some way to leave it in the hands of the president of this association, to have the Meet in some place where, according to his judgment, it would be for its best interest.

The President.—In answer to the remarks of the gentleman from New York, the Chair will state that the constitution and rules make it the duty of the Board of Officers to decide where the Meet shall be held; and further, the Chair is not anxious to take the responsibility mentioned upon his shoulders.

Mr. Burrill.—I have no official orders from any one who is connected with looking up the details incident to the Meet, but I know that several committees were appointed from the different clubs in New York. One committee was to procure the park; another to secure ample accommodations; another committee was appointed to secure satisfactory rates at first-class hotels in the vicinity of the place of the Meet, from all of which we would hear if the gentlemen who hold the papers were here. I am satisfied that the delay in their being here is not their fault, and believe that if a recess were taken until their arrival, they will present special inducements to hold the Meet in New York City.

After a lengthy discussion, it was thought best to lay the subject of the Meet on the table and proceed to other business, in

the hopes that the New York officers would put in their appearance at the conclusion of other business.

NEW MEMBERS.

The name of R. C. Wander was objected to as a member of the League. After a terse discussion, the following unanimous vote was reached, on motion of Mr. Beach of Hartford:—

"Whereas, It appears that the objections made to the membership committee to the admission of R. C. Wander are not sustained, but, on the contrary are proved to be erroneous, *Voted*, that Mr. R. C. Wander be admitted a member of the League."

The name of G. H. Craig, of Chicago, was referred back to the membership committee, with instructions to report more fully in regard to the allegations.

Francis H. Craigen, on motion of Mr. Beach, was admitted as a member of the League.

The New York officers still being absent, a recess was taken until 8 o'clock P. M.

EVENING SESSION.

The board resumed its business at eight o'clock P. M., the belated New York members having arrived during the recess.

On motion of Mr. Munroe, of New York, it was *Voted*, "That the meaning of Article 10 of the rules is construed by this board to mean that the clubs are to parade in the order of their respective ages as members of the League, and not of the dates of their club formation."

Mr. Munroe also presented a communication from the united clubs of New York, inviting the League to hold its next Meet in their city, with the following remarks: To supplement that invitation, I will say, that every wheelman in New York, without exception, I believe, is anxious to have the Meet in New York. They appreciate the difficulties in the way, and are willing to use every effort to overcome them. There are certain reasons which would make it appear that New York is an unfavorable place, and there are other reasons why it is desirable that the Meet should be held there. Bicycling at present in New York is conducted under great disadvantage. Almost every one is down on us, and we labor under disadvantages that other cities are free from. We think a successful League Meet in New York would place bicycling on a better footing. Certainly the papers would give us full reports. Then we have permission to ride through the park. That may seem a little thing, but it is more than we have been able to do before, and it seems as if we pass it by that we are throwing away a valuable opportunity.

New York is a central point, and we could draw from North, South, East and West better than any other city could, on account of location.

If you decide to come to New York we can provide ample accommodations for wheels, and for a business meeting of the League, and will try to make the transportation of the wheels from the various termini of railroads and steamboats as easy as possible. We assure you that we will do the best possible for your comfort and enjoyment.

Mr. Burrill.—I would like to hear the views of others. Perhaps Mr. Gullen will speak.

Mr. Gullen.—I am in favor of having the Meet in New York, if we can see our way of taking the machines. We will do all that is possible, if you do come, to make the Meet a success.

President.—What concessions have you received from the Park Commissioners?

Mr. Munroe.—It would seem necessary for the success of the Meet that we should have a day in the park, and when this proposition was made to the Commissioners, they denied it by a tie; upon reconsidering the motion, one of the members who had voted against it said if we would name two hours during the day, he might vote in favor. That being all that could be done, one of the gentlemen named the hours from 9 to 10 in the morning, and from 1 to 2 in the afternoon, whereupon their vote was reconsidered. I think the morning hour could be changed with a little trouble to 10 to 11; but more than getting two hours—one in the forenoon and one in the afternoon—is impossible.

Mr. Burrill.—I move we proceed to ballot for the next place of meeting of this League.

Mr. Hodges.—I hope the gentlemen will not proceed to ballot

[Continued on page 108.]

CORRESPONDENCE

FARMDALE, KY., March 18, 1881.

Since my last, I have managed to beat the clerk of the weather out of three days, fit for riding, the second of which saw me take a header. It happened thusly: knowing that I could not ride far on account of the state of the roads, I did not take the trouble to remove my long-tailed coat; the wind was blowing "abaft the beam," and it caught up one of the skirts of my coat and rammed it in between the wheel and backbone; anyone can tell the result; but as the road was somewhat rough, I was not riding fast, and I managed to light right side up. I shall change coats in future.

One of my friends came in my room the other day, and said, "Captain, whatever became of your 'cyclone?'" "My cyclone?" I said in astonishment, for I could see he was in earnest.

"Yes, sir, that thing you were making to tell how far you go on a bicycle."

"O, my cyclometer, you mean. Well, I have my drawings, specifications, etc., ready to apply for a patent. I shall send them off on the 18th instant. The firm that is making the model has made three, but none of them suited the maker exactly; but I am assured that the one he is now working on will be all right." And when that cyclometer does come out it is going to be *the* cyclometer. I shall call it the "Perfect," indicative of its qualities.

Every wheelman should keep a log, and in order to keep an accurate one, he should have an accurate cyclometer. How can he be expected to know the distance he travels when going over strange roads? No two persons he meets will give him the same answer for the same distance, and the bicyclist will be apt to favor the one that gave the greater distance. The common cyclometer with vertically suspended weight on the inside is about as bad, or good, as the persons we meet, in telling the distance. I am afraid to say any more on the ideal cyclometer, for brother Pratt might become cynical, or humorous (?) again.

I am not certain, but I think I have discovered something that will help my brother wheelers, in regard to clean, or rusty bicycles. Procure five cents worth of red analine and put it in a half pint of shellac varnish. The whole becomes a beautiful red as long as it remains liquid, or when put on glass and held up to the light; but when put on anything not transparent, and allowed to dry, it appears as a beautiful bronze. Last Fall I gave my machine a coat of bleached shellac, which has thoroughly kept it from rusting, and I was led to try this by noticing the bronze color of some glass I had coated when the light was on the side of the glass I was on, or in other words, when viewed by reflected light. It is a very rich color, will stand a fair amount of wear, and costs nothing to re-coat it. Try it. It is not only useful for the bicycle, but for various household articles. Any further information will be given with pleasure. But perhaps I am not the first to apply it; in fact, I about half believe that it and the so-called "Enamelline," advertised in the English papers, are identical. Neither heat nor water will have any effect upon it, but spirits will remove it in short order. Of course different effects may be produced by using the different analines.

CAPT. C. W. F.

JOTTINGS ABOUT TOWN.

Editor of the Wheel.—That the decision of the directors in voting for Boston as the place for the League Meet causes considerable disappointment among the New York men, but feebly expresses the sentiments of the majority, who have been approached with a view to ascertain their opinion. One would think that the League was created for the purpose of making a grand display once a year, and not for the protection of the wheelman's rights. The matter was controlled exclusively by Boston men, and they with the economical spirit usually exhibited, decided to stay at home and save their dollars. Boston will undoubtedly make a fine parade ground, but it is hard to find anything finer than Central Park; and then to think of the favorable impression it would create among our million inhabitants. Certainly Philadelphia, Baltimore, and Washington will hardly be represented. It will be all Boston, with a slight sprinkling of

New York and perhaps Philadelphia. In fact the League is rather run by and in the interests of Boston and Boston men. The first quarterly meeting was held in New York and was a complete success. The second quarterly meeting was called in Boston and was a flat failure, it being impossible to secure a quorum. Boston is certainly an out the way town. Not satisfied with that, the place for the special meeting was set in Boston. Very few were there, except those who reside in the immediate vicinity of the Hub. It would not have been out of the way to have held the meeting in Philadelphia, but that would have disposed of Boston very effectually. Consequently with little opposition from the New York directors, it was an easy matter for the Boston men to say, We will stay at home and let New York settle its Park question as best it can. We will stay at home, and if any knick-o'-bocker ventures to the cultured residence of the "little tin gods on wheels," we will kill the fatted calf (League Meat), and make merry. Dinner tickets 79 cents, for sale only at the "official organ" office (three shekels a year).

* * * * * Very little remains to be said about town. The unsettled state of the weather preventing riding to any considerable extent. One of the clubs were agitating the subject of a race meeting at the Polo grounds, but the scheme has fallen through for want of sufficient interest. Had the League meeting been held here, it was the intention to make the races part of the programme. The New York Club held a special meeting to consider the proposition of the Manhattan Club, as regards making a change in headquarters, which after due consideration was declined, as the club had already incurred considerable expense in fitting up their room, and the members did not feel justified in going to the additional expense of moving. The Lenox Club are grumbling, and some movement will have to be made on the part of the management to give better accommodation to the boys.

What the Manhattan Club intends to do, remains a conundrum which the most enthusiastic member can not answer. There is talk of moving to new rooms, erecting a building for themselves, and staying where they are, and making the best of a poorly lighted and badly ventilated club room. The probabilities are that they will adopt the latter course. There was some talk of five o'clock in the morning club drills, but the gallant captain's alarm failed to wake, or else he turned over for another nap, as nothing came of it. There is a talk of trying the Orange roads for a Sunday ride, and if the weather holds fair a party will be made up at an early date. The Columbia College Club are keeping quiet as a club, but one or two of their men have taken part in some races lately, with moderate success. The Lenox Club have issued a set of rules and regulations, with a list of officers, neatly printed on a card with blue border. As I can think of nothing else at present, I am yours,

A. G. ROWLER.

NEW YORK, March 23, 1881.

WHEEL RACES

The opening bicycle races of the season took place at Madison Square Garden on Monday and Tuesday, 14th and 15th, in connection with the New York Athletic Club games. About 5,000 persons assembled each evening to witness the sports.

For the two-mile handicap Monday the following started: Walter Clarke, Col. Coll. Bi. Club, Scratch; D. Lees, Frankford Bi. Club, Philadelphia, 50 yds.; J. Dyson, Frankford Bi. C., 100 yds.; W. M. Woodside, N. Y. City, 100 yds.; Chas. A. Reed, Col. Coll. Bi. C., 120 yds.; F. Comacho, Manhattan A. C., 150 yds. Reed, who was literally thrown in by the handicapper, was never headed and won by 50 yards. Clarke and Comacho had quite a struggle for second place. Comacho retired just before the finish, leaving Woodside to take third place. By some mistake on the part of the officials the men ran three laps over the distance, so we cannot give the time.

In the five-mile handicap, Tuesday, only four of the contestants came to the post, viz.: Walter Clarke, Scratch; D. Lees, 100 yds.; W. M. Woodside, 120 yds.; J. Dyson, 220 yds. Clarke, by the end of the first mile, was leading. Woodside, who rode with judgment, used waiting tactics, and on the completion of the third mile caught and passed Clarke, winning by 100 yards, amidst great excitement. Time, 22m. 22 3-5 secs.—*Courier*.

Vol. I.]

THE WHEEL

[No. 14]

SPRING MEETING OF THE BOARD OF OFFICERS
L. A. W.

THE WHEEL.—It is the intention of the managers to make THE WHEEL a lively and interesting paper. To present to its readers all matters of interest in connection with bicycling. Accounts of Club meetings, races, tours, excursions and runs will find place in our columns, together with personal items, the latest inventions and improvements, and other subjects of interest to bicyclers and their friends. Correspondence is invited, and we will be pleased to acknowledge any news items, clippings or suggestions which will assist us to make our paper as attractive as possible. Contributors and correspondents are requested to send their favors to *The Editor of THE WHEEL, 75 Fulton Street, New York.* To give their full names and addresses, though not for publication unless desired. Also to notice that we go to press the Saturday preceeding the date of publication. We refer our readers to another column for our terms of subscription and rates of advertising.

ALTHOUGH we present a rather melancholy appearance this issue, our readers must not imagine that we in any way insinuate that the League is dead, but we mourn our loss occasioned by the failure of that organization to carry out its principles as expressed in article 11. of the Constitution, which reads thus:

"Its objects are: to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring."

In selecting Boston as a place for the League Meet, the directors not only neglect to embrace the opportunity of "advancing the interests of bicycling" but demonstrate the fact that unless some appropriation is made to defray the expenses of directors, who come from a distance, it is an easy matter for those who reside in the immediate vicinity of the place of meeting, to manage its affairs to suit themselves, at the expense of the absent ones. The fact that six of the eight directors present were Eastern men, is sufficient proof of the truth of this statement. Had Philadelphia, Baltimore, and Washington been represented as they should have been, we believe the result would have been different. It is impossible to find men who are able to come from a long distance, wholly at their own expense, to the quarterly meetings of the L. A. W., and the selection of a more central and accessible point, would have given a larger attendance of directors, more complete satisfaction, and would have removed any suspicion of "managing" the meeting by a clique of directors. We do not intend to cast any reflection upon the honorable directors, but simply state the facts, as they must appear to a number of members of the L. A. W.

When the subject of the League Meet was proposed and the claims of different cities presented, the first question asked was, "What inducements can you offer?" We think the proper subject for consideration should have been: In what place is the influence of the League most needed to carry out the principles expressed in the Constitution? And as the League claims to protect the "rights of wheelmen," we think the decision would have been in favor of New York, as the place offering the greatest field for action.

That the Meet in Boston next May, will be a success we sincerely hope, and we advise all who can arrange it, to be present. We acknowledge that we are disappointed, but we intend to make the most of it, and hope that all wheelmen, and especially those of New York, will not be absent from the first annual meeting of the League of American Wheelmen.

We are indebted to Mr. C. J. Howard for the sketches which appear in this number.

[Continued from the Supplement.]

at present. Mr. Beach has been in attendance up to this moment, but is now absent. I should think it courtesy due to him to wait until he arrives.

Mr. Burrill.—I withdraw my motion.

Mr. Munroe.—I should be pleased to hear from Boston and other places.

In answer to questions from Mr. Hodges, Mr. Munroe said: In regard to transporting bicycles on the elevated road, I consider it impracticable; in fact, it would be utterly impossible to transport them that way. As for drays or trucks, it would be possible and it may be practicable, but it would be somewhat risky. The distances are great, and streets rough-paved; and unless great care was exercised in packing machines, the liability to accident is very great.

Mr. Hodges.—I should like to say that when this question of the League Meet was first agitated, I was strongly in favor of New York, and I must confess that I continued to be in favor of New York until this question arose in my mind first about the park. I have expressed myself often that New York was the place to hold the Meet. We could then show the New-Yorkers that we are men, not boys; until, as I said, this question arose in my mind as to the time we should be allowed to parade in the park. If the use of the park was granted for the day, I can see very readily the advantages of going to New York, notwithstanding the difficulties of transportation; but it would be utterly impossible to take a body of 300 to 500 men through the park in the limited time named. If we were guaranteed even three hours in the morning or afternoon, I should still think it practicable to have our Meet there. Owing to the restrictions placed on the New York park,—and as for Philadelphia, I consider that out of the question,—I must say that I recommend Boston as the second choice. I have refrained from doing so because I preferred New York for many reasons, and also out of compliment to Commander Munroe, who originated the Meet. I should now waive my decision if the Meet could be held in New York. I could not allow this to go to vote without giving one or two advantages in favor of Boston. We have good hotel accommodations and splendid roads. I would like to have it distinctly understood that I would not advocate the claims of Boston against New York were it not for the fact that it would be impossible to take four or five hundred men into the park and out in so limited a time.

Mr. Munroe.—It seems to me that we should consider whether we are working for the interest of the League, or of bicycling at large. If for the extension of bicycling, I think New York is the place; if for the interest of the League and its members, it is not.

Mr. Burrill.—All are our friends in Boston, and we are sure of a warm reception. In New York everybody is against us. Therefore I claim that a parade of the League in New York would conquer our enemies and bring them over to us, and make the future of the League a settled thing. I think the first thing to do is to fight our enemies, and not to be as it were hanging around our friends. I think, under the circumstances, that the Park Commissioners are not as lenient as they should be; but I think the League ought to have their meet in New York or Philadelphia, at any rate outside the New England States. We have had one meet at Newport; I think, for the benefit of the League, we should hold the Meet in some other section of the country. We are working for the benefit of the League, and not for the pleasure of personal members. We are working now to increase the love for the bicycle, and to bring more members to our clubs, and to make it a settled organization in the United States.

Mr. Munroe.—I would suggest that if the Meet is held in Boston it may injure the League, and may cause dissatisfaction in the League.

Mr. Burrill.—The idea is that no matter where this League Meet is held, every one must do his utmost to make it a success, no matter whether it is held in Philadelphia, Washington, New York, or Boston. Don't let us hold back on account of personal feeling or distance. I think this second Meet should be the strongest and largest.

On motion of Mr. Marsden, of Connecticut, an informal vote by ballot was taken, with the following result:—

1st Informal Vote.

- 5 in favor of Boston.
- 3 in favor of New York.

On motion of Mr. Munroe, of New York, a formal vote was taken, resulting:—

Formal Vote.

- 6 in favor of Boston.
- 2 in favor of New York.

On motion of Mr. Marsden, seconded simultaneously by Messrs. Munroe and Burrill, the vote was made unanimous in favor of Boston.

On motion of Mr. Munroe, it was *Voted*, "That the business meeting of the League will be called at 10 o'clock A. M., at such place as the president may designate, and the parade be called for 2.30 P. M."

On motion of Mr. Burrill, the New York clubs were thanked for their courtesy in asking the League to meet in their city, and a vote was also passed thanking the Park Commissioners of New York and Philadelphia for their concessions, and requesting the pleasure of their company on 30 May, as guests of the League.

The president next read, as he said with reluctance and regret, a letter of resignation from Mr. A. S. Parsons, corresponding secretary of the League, which called out the following resolutions from Mr. Munroe:—

"I should like to move that the resignation be declined by the League, and that this meeting of officers pass a resolution of heartfelt sympathy for Mr. Parsons in his affliction, and of thanks for the services he has rendered the League during this, the first year of its existence.

"He has certainly done more than any one or any six members; he has always been ready to answer questions of all kinds, and has stood a great deal of—not exactly abuse, perhaps—but he has received a great many complaints, which he has always answered in the most courteous manner. I think without him the League can hardly complete its first year. We must have Mr. Parsons; he is almost a part of our existence. In declining this, I believe we should offer these resolutions. I think we should beg him as a personal favor to continue his office until the end of the present League year; and I should like to add to that resolution that Mr. Parsons be authorized to employ, at the expense of the League, a clerk to assist him in League duties, from now until the completion of the League year, the expense of clerk to be set by Mr. Parsons, we being sure and feeling confident that whatever he does in the matter will be right and just."

These two resolutions were unanimously passed, and the resignation not accepted.

On motion of Mr. Burrill, of New York, the April meeting for this year was waived.

MEETINGS OF THE BOARD OF OFFICERS.

On motion of Mr. Munroe, of New York, Section 12 of the rules was amended to read:—

"Two meetings of the board of officers shall be held each year, one in the spring, at least two months before the annual meet, and one in the fall, at the time of the race meet of the League."

Also on motion of same gentleman, Section 2, defining the duties of the vice-president, it was voted that the last paragraph of the section, reading, "He shall appoint judges at the race meetings," be stricken out.

These amendments of the rules are subject to ratification at the next meeting. On motion of Mr. Burrill, at 9.30 P. M., it was voted to adjourn *sine die*.—*The Official Organ*.

BOSTON NOTES AND NOTIONS.

The great question of the League Meet having been settled yesterday at 9.20 P. M., by the directors voting six to two in favor of Boston as the place, we must all be as contented as we can and assemble as numerous as possible. The first ballot resulted in three votes for New York, which on the decisive ballot was reduced to two, as above. In my opinion, after reading Mr. Marsden's letter in the *World*, from New Haven, the selection

of that city would have been a judicious and elegant compromise for a more central location—would have suited men outside of New England much better, while the Easterners would have been almost, perhaps quite, as well contented as with Boston. As it is, I may say, for a guess, that there will be 350 present if the weather favors.

During the past ten days the wheels have now and then emerged from the inactivity of the still wintry season, and the Saturday afternoons have brought out many riders in spite of windy and lowering weather. The present writer has done a few miles, mostly about the western avenues; just enough to get his bicycle legs on again, but not enough yet to regain the *soular* elevation of previous experience, which is equivalent in feeling to knock some decades off the record. So far, the cradel spring suits admirably, and no objectionable liabilities appear. A few weeks of rougher riding in the country will decide me whether to adopt it, as I am having it now only on trial.

It looks as though tricycles would be in vogue this season. I saw a lady and gentleman out on them last Saturday, though it was a very gusty and dirty day. They appeared to be novices, and it seemed like slow work with them. Fair days and a few persevering pioneers may give the necessary start to make them popular.

In *Cycling* for March, there is a notice of the American volume of bicycle poetry, "Lyra Bicyclia" etc., that is a curious specimen of grossly unfair treatment of a "Yank." by Mr. Bull, in spite of the fact that the book abounds in generous acknowledgment of our debt to England for the wheel. He admits that his mean opinions "may be attributable to weakness, ignorance, or obstinacy," and proceeds to prove it by garbled extracts, and even passages purposely altered for the worse. *Seven* words changed in what he quotes, are too many to be accidental. Two alterations in one line make it silly, and other lines are made nonsensical by the same process. In that state they are presented as the parts he likes best! The parody-mosaic from Emerson is complained of as soaring "away over head." Of course it must do so, to resemble that skiey bard (of whom this person probably never heard), and most of it is intelligible enough to readers of a little imagination. His charge of halting and defective measure, arises from a mere mechanical notion of counting the syllables—always disregarded by the best poets, and long ago abandoned by all good writers. The lines quoted by this Mr. Smarty, as a "bewildering" instance of lame metre are in every metrical particular the exact counterpart of the corresponding ones in the poem by Poe that is adapted, a poem called very musical by the critics. In short, the notice is both ignorantly and intentionally unfair in the extreme, and descends to low tricks of misquotation that no gentleman or honest man would be guilty of. *The Cyclist* has not the common decency to even acknowledge receipt of the book. Is it because the editor is the same sort of a man, only more cautious about exposing himself? Is this their British "fair play?"

What "poor stuff" there is in the collection must be my share, as I had a hand in making the book. I will own up to the same when pointed out by a competent critic. Then I would require him to show me any other verse which is a more vivid and adequate embodiment of the bicyclic spirit than are some dozens of the pieces in question. That is fair, and a very small brag—for me.

I wish to correct an expression near the end of the second paragraph in my last, where a word more or "less" makes the statement quite particularly less sensible than was intended. Printers as well as other men are under the influence of a "con-clation" of forces that renders us all liable to errors, but I beg them not to make my trash worse than it is. JUVENIS.

MARCH 21, '81.

[We think our correspondent is rather mistaken in regard to Mr. Welford's intentions in reviewing his work.]—ED.

COMING EVENTS

MAY 31.—Entries close for three-mile bicycle race at the games of the Young America Cricket Club, at Stenton, Philadelphia, Pa. Fee, fifty cents, to W. T. Wilcox, 1704 Pine Street, Philadelphia, Pa.

Vol. 1.]

THE WHEEL.

[No. 14

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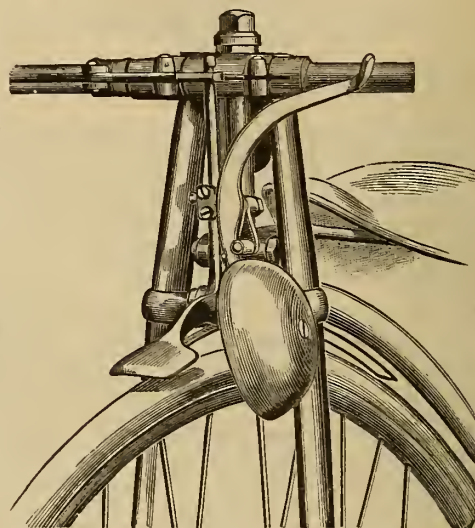
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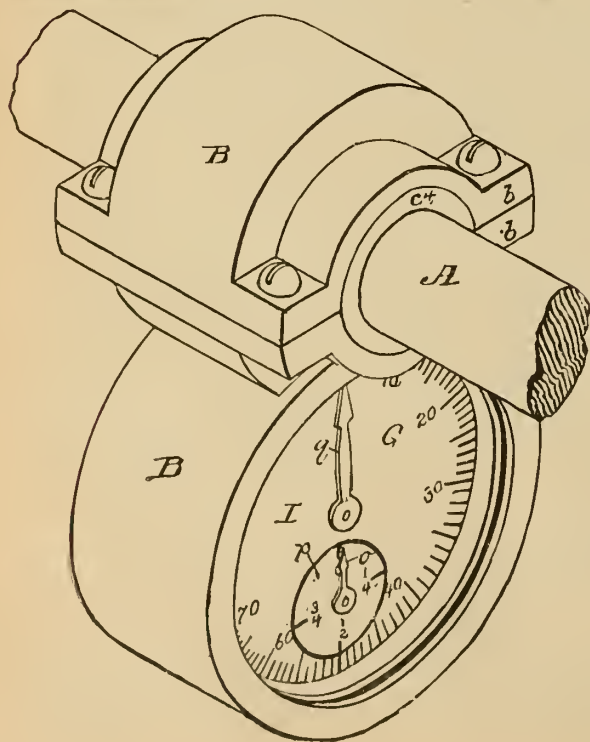
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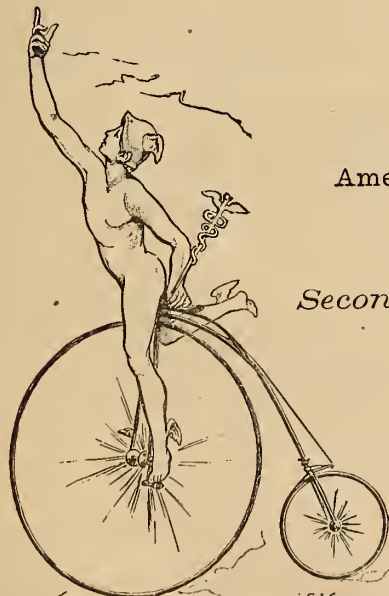
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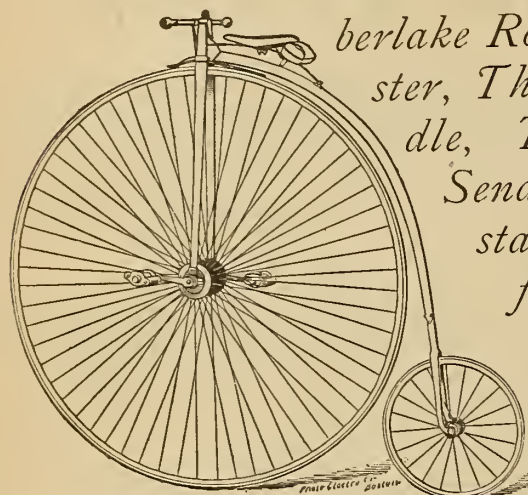
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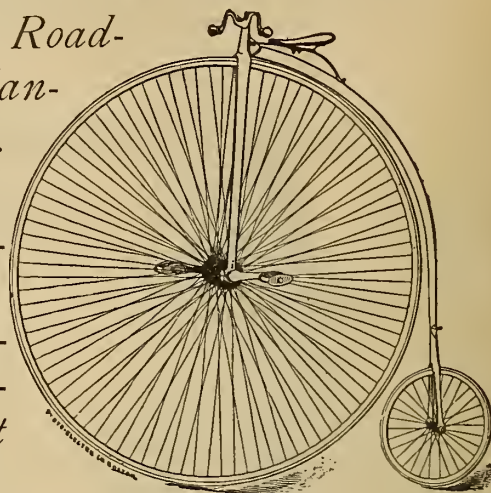
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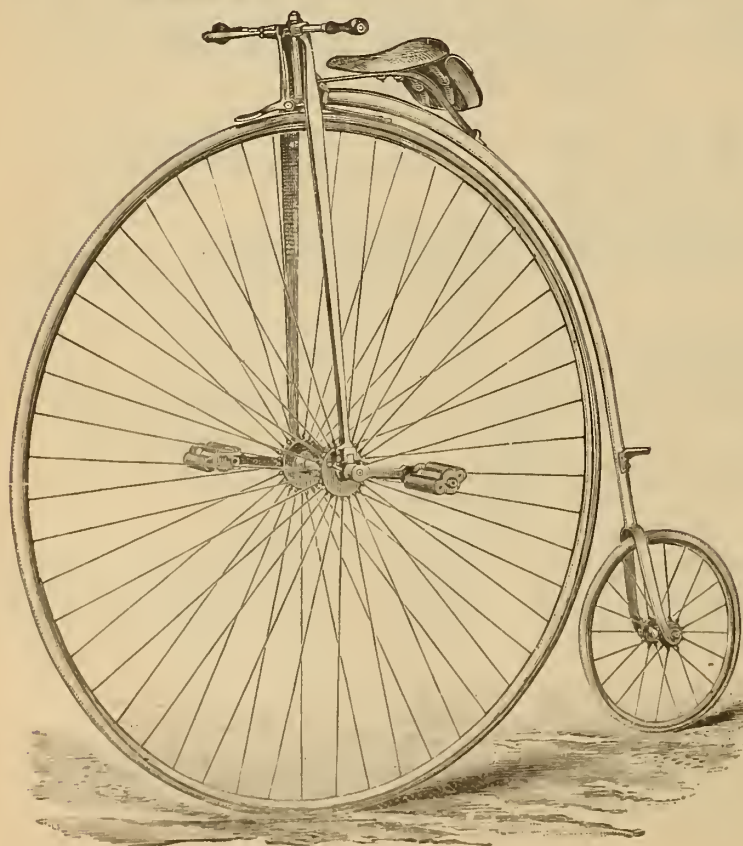
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