

THE WHEEL

A JOURNAL OF CYCLING

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

VOL. IV.—NO. 10.—WHOLE NUMBER 88.]

NEW YORK, JUNE 8, 1883.

Subscriptions, \$1.50 a year.
(Single Copies, 5 cents.)

League of American Wheelmen.

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

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

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

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

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

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

BOARD OF OFFICERS.

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

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

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

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Connecticut—F. S. Rust, Meriden.

Delaware—Willard A. Speakman, Wilmington.

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Illinois—H. G. Rouse, Peoria.

Kentucky—Leon Johnson, Louisville.

Maine—Frank E. Elwell, Portland.

Maryland—Vates Penniman, Baltimore.

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

Michigan—George K. Roo, Detroit.

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Missouri—George C. Oeters, St. Louis.

New Hampshire—E. M. Gilman, Nashua.

New Jersey—H. C. Douglas, Newark.

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Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meincke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

NOTICE TO CHIEF CONSULS AND REPRESENTATIVES.

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

Respectfully yours,

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

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

NOTICE TO BICYCLE CLUBS.

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

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

NEW YORK STATE DIVISION.

OFFICERS.

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

Treasurer—Lewis H. Brown, Elmira, New York.

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

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

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

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

NEW JERSEY STATE DIVISION.

OFFICERS.

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

Representative—H. C. Douglas, Newark.

Secretary—Harold Serrell, Plainfield, N. J.

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

All applications for membership in the League of

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

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

MASSACHUSETTS STATE DIVISION.

OFFICERS.

Chief Consul—Edward K. Hill, Worcester.

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

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

Treasurer—Chas. P. Shillaber, 124 State Street, Boston. All applications for membership in the League of American Wheelmen from residents of the State of Massachusetts, and any inquiries concerning the Massachusetts State Division, should be addressed to Fred. P. Kendall, Box 889, Worcester, Mass.

MICHIGAN STATE DIVISION.

OFFICERS.

Chief Consul—Chas. D. Standish, Detroit.

Representative—George K. Roo, Detroit.

Secretary—W. C. Marvin, Ovid.

Treasurer—G. E. Gorham, Marshall.

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

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

TRANSPORTATION.

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

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

L. A. W. RENEWALS.

Week ending June 3, 1883.

486—O. W. Thomas, Jr., Louisville, Ky.

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

1739—Louis L. Dodge Beverly, Mass.
 3383—J. G. Bly Sherman, N. Y.
 3384—Eugene Card Painesville, Ohio
 2032—B. E. Chesney Gardiner, Mass.
 3461—W. C. Axtell Springfield, Mass.
 3083—E. J. Billings

REPORT OF THE RAILROAD COMMITTEE.

To the President and Board of Officers of the League of American Wheelmen:

Your Committee have to report the following railroads who have issued circulars of instruction to their agents and baggagemen, to check or transport bicycles free, at owner's risk, when accompanied by the owner or rider, and upon presentation of passage ticket:

Baltimore & Ohio.
 Grand Trunk.
 Chicago & Grand Trunk.
 Wabash, St. Louis & Pacific.
 Illinois Central.
 Chicago, Alton & St. Louis.
 Wheeling & Lake Erie.
 Cleveland & Marietta.
 Ohio Central.
 New York, Chicago & St. Louis.
 Lake Erie & Western.
 Cleveland, Lorain & Wheeling.
 Flint & Pere Marquette.
 Chicago, Burlington & Quincy.
 Chicago & Iowa.
 Kansas City, St. Joseph & Council Bluffs.
 Cleveland, Tuscarawas Valley & Wheeling.
 Vandalia Line.
 Grand Rapids & Indiana.
 Indiana, Bloomington & Western.
 Valley.
 Cleveland, Akron & Canton.
 Pennsylvania Company.
 Pittsburg, Cincinnati & St. Louis.
 Chicago, St. Louis & Pittsburg.
 Michigan Central.
 Canada Southern.
 Ohio & Mississippi.
 Cleveland, Columbus, Cincinnati & Indianapolis.
 Indianapolis & St. Louis.
 Cincinnati, Hamilton & Dayton.
 Chicago & West Michigan.
 Chicago, Milwaukee & St. Paul.
 Delaware, Lackawanna & Western.
 Chicago & Eastern Illinois.
 Lehigh Valley.
 Toledo, Ann Arbor & Grand Trunk.
 Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line).
 Detroit, Lansing & Northern.
 Port Huron & Northwestern.
 Maine Central.

The Chicago, Rock Island & Pacific Railway in the west and southwest have advised the Committee that they will carry bicycles free only upon personal presentation at the baggage-office in Chicago; and they further state that this will be confined to members of the League of American Wheelmen. Of course this is of no avail to wheelmen generally. Since the receipt of this advice from the C., R. I. & P. the Chicago & Alton, Chicago, Burlington & Quincy, Wabash, St. Louis & Pacific, and Chicago, Milwaukee & St. Paul roads, direct competitors of the C., R. I. & P., have issued most favorable circulars, and no doubt the C., R. I. & P. would do the same now were they asked.

The Chicago & Northwestern Railway have refused three times to issue the circular, claiming a bicycle has no more business in a baggage-car than a horse—this is the language of the general passenger agent—but they would be willing to make a very low rate. The third time the C. & N. W. refused to grant the concession the general passenger agent advised the Committee that he had agreed with the other lines not to do it. Those other lines have since issued the most favorable circular, especially the Chicago, Mil-

waukee & St. Paul, which road parallels the C. & N. W. to almost every point in the west and northwest. The Chicago & St. Paul Railway was induced to withdraw from its arrangement with the C. & N. W., by a promise on the part of the Committee to use its influence to divert to its line all the travel it could. The travel of bicyclers and their families and friends is considerable between Chicago and Milwaukee and the summer resorts of Waukesha, reached commonly by the two railroad companies, and this is to be diverted exclusively to the C., M. & St. P. To this end the chief consuls of the two States are to act in unison with the Committee, and so far the arrangement has worked to the utmost satisfaction of the general passenger agent of the C., M. & St. P.

The Michigan Central Railroad, with its Canada Southern Railway Division, have also received the pledge of the Committee to divert to its line all the business it can control, and with this understanding we have assurances from the general passenger agent that his line will adhere closely to the circular issued. The M., C. R. R. controls the entire State of Michigan, and affects the action of the other eastern trunk lines, and is a most valuable ally.

The Utica & Black River R. R. will transport bicycles free, from this time until July 1st only, claiming their contract with the express company prevents a further extension of the concession.

The Rome, Watertown & Ogdensburg advises the Committee that, in their opinion, the bicycle travel on their line will not amount to sufficient to warrant their taking cognizance of it by issuing a free circular.

The Eastern R. R. and Boston & Maine issue circulars charging 25 cents for under fifty miles, and 50 cents over fifty miles.

The Pennsylvania R. R. charge 25 cents for under fifty miles, and one-half cent per mile over fifty. The Pennsylvania R. R. refuse to make wheels free to the Meet, but exact the tariff.

The circular issued by the Delaware, Lackawanna & Western, making bicycles free, has been cancelled by the President of that company.

Results would indicate that in the territory east of Buffalo and Pittsburg, the railroads will charge tariff for bicycles, and in the territory west, they will be free.

The organization of a Committee in the east is not yet perfected, but considerable progress is being made. The Committee will push the matter until a thorough understanding is had with railroads—either for free transportation or the adoption of a reasonable tariff.

DR. N. M. BECKWITH,
 J. W. PERO,
 B. B. AYERS,
 Committee.

A. W. FRIESE,
 RICHARD GARVEY,
 DR. G. L. HENDERSON,
 ORVILLE ANDERSON,
 W. H. MILLER,
 C. D. STANDISH,
 F. A. MILLER,
 GEO. D. GIDEON,
 W. F. WEST,
 JAS. DENISTON,
 F. A. ELWELL,
 C. H. WILKINS,
 H. W. FORWARD,
 C. L. CLARK,
 Auxiliary Committee.

Memorandum—The Grand Trunk Railway and the Baltimore & Ohio Railroad had issued circulars of instruction to carry bicycles free before your Committee took hold of the matter. The former road was secured by the Canada Wheelmen, and the latter has been retained, through the influence of Capt. A. Trego, of the Maryland Bicycle Club, Baltimore.

REPORT OF MEMBERSHIP COMMITTEE.

Mr. Fred. Jenkins, Cor. Sec. L. A. W.

DEAR SIR: I herewith present the papers and the report of the Membership Committee on the protested application to membership, of Albert F. Edmans, of Troy, N. Y.

Said Edmans is in due form charged with having competed in a race at Hoosick Falls, N. Y., for which he received a sum of money in payment for his services, all of which is duly set forth in the specification accompanying.

The Committee find the following facts established from the evidence submitted:

That A. F. Edmans took part in an exhibition and race as alleged.

That said Edmans received a sum of money as a general compensation for his services, not limiting the same to his necessary expenses arising from the fact of the race.

The Membership Committee, therefore, have unanimously voted that Albert F. Edmans, of Troy, N. Y., be declared a professional, by the League of American Wheelmen, and the protest against his admission be sustained, upon the ground of infringement of Clause h, Rule 25, L. A. W., by the acts as herein set forth.

This clause declares that an amateur is one who does not and never has pursued bicycling as a means of livelihood. The Committee hold that this clause must be broadly enough construed to embrace all and any cases or case where one uses his ability or skill as a bicycle rider to his financial advantage. We hold that Edmans used his bicycle to earn \$5.00—more or less—and thereby comes under penalty of the clause and the rule. If he had been paid only the amount of his necessary expenses, and, with this understanding and bargain, if he had returned to Troy not one cent enriched by the transaction, the decision would be reversed. If his necessary expenses were \$4.99, and he finished the transaction with \$5.00, we must decide against him. The money paid was a round sum not specified or intended as necessary expenses only, but in payment for services rendered.

The Committee, therefore, are compelled to decide as herein stated.

Respectfully yours,

EDWARD K. HILL,
 Chairman Membership Committee, L. A. W.
 WORCESTER, MASS., June 1, 1883.

THE LEAGUE ORGAN.

In our last issue we published a stenographic report of the business meeting, and referred to two documents as having been read—one, the offer of Oliver & Jenkins to furnish THE WHEEL as the official organ, and the other, the report of the Committee on Rights and Privileges, accepting the same. Thinking they might be of interest to many who were not present at the meeting, and in order to preserve the thread of the proceedings intact, we publish them for the benefit of the membership at large:

To the League of American Wheelmen:

GENTLEMEN: In view of the widely-expressed desire of the members of the L. A. W. for something like an official gazette, which shall be the official organ, and also be sent directly and surely to each member of the League, we submit the following offer:

If THE WHEEL be made the official organ of the L. A. W., and a copy of it be subscribed and paid for from the L. A. W. treasury for each member at the rate of fifty cents a year, we will print and send the paper weekly, postage paid, to every address officially furnished us as that of a member, and so as to contain all official notices, reports, and other matter furnished by the officers as L. A. W. matter.

Very respectfully,

OLIVER & JENKINS.

NEW YORK, May 26, 1883.

To the League of American Wheelmen:

The Committee on Rules and Regulations. to whom was referred our offer of Oliver & Jenkins to supply every member of the League with a copy of THE WHEEL at fifty cents a member, provided THE WHEEL be made our official organ, and the subscriptions of members be paid at that rate from the League treasury, have the honor to report:

That they have considered the subject in all its bearings in reference to the interests of the League, and recommend the passage of the appended vote. Your Committee are aware that there has been, since the formation of the League, a wide desire for an official publication, which should reach every member with all the official notices, reports, and general information, and this need has been felt by officers even more than by the members. The Board of Officers has hitherto been deterred from recommending the publishing of an official gazette on account of the expense of such an undertaking. The liberal offer of Oliver & Jenkins opens an opportunity for securing all the advantages of an official gazette without the expense and burden of editing, and at less than half the probable cost of printing and mailing such a gazette. We believe that the acceptance of the offer, and carrying of it out, would relieve the officers of much labor and some expense in sending circulars and answering general correspondence, and also tend to increase, to a very large extent, the membership and efficiency of the League.

Respectfully submitted,

W. H. MILLER,
C. H. LAMSON,

Com. on Rules and Regulations.

NEW YORK, May 28, 1883.

Voted—"That the President and Treasurer are instructed to contract with Oliver & Jenkins substantially in accordance with the terms of their offer, dated May 26, 1883, and that THE WHEEL be the official organ of the League, and the officers are instructed to furnish it with lists of members and such official matter as they find expedient."

NEW JERSEY DIVISION OF THE LEAGUE OF AMERICAN WHEELMEN.

It was a bright and pleasant morning that dawned on Decoration Day, May 30, 1883—a day promising much pleasure to the wheelmen of New Jersey as they wended their way toward Orange in response to the notices sent out by the Chief Consul, L. H. Johnson. About fifty wheelmen gathered at the mall, in Orange, and enjoyed a run of eight miles and a half over the sand-papered roads of Essex county, returning with appetites sharpened and ready to do justice to the dinner served at the Mansion House at 1 o'clock.

Shortly after 2 P. M. the wheelmen came together to consummate the principal feature of the day's programme, viz., the formation of a New Jersey State Division of the League of American Wheelmen.

The following is a summary of the minutes of the Secretary *pro tem.*:

Pursuant to notices issued by the Chief Consul of the State—Mr. L. H. Johnson—a meeting was held on Decoration Day, May 30th, at the Mansion House, Orange, N. J., for the object, as stated in the notices, of forming a State Division of the League. The Chief Consul presided, and after making a few preliminary remarks, called the roll of League members in the State. Forty-nine responded either personally or by representation. On motion, the proposed amendments to the constitution of the L. A. W., in reference to the formation of State Divisions, were ratified.

It was moved that the Division be known as New Jersey Division of L. A. W. (Carried.)

It was moved and seconded that the voting be

by clubs and not by individual ballot—captains casting the vote of their respective clubs. (So ordered.) The proposed amendments to L. A. W. by-laws, above referred to, are to be found in THE WHEEL and in the *Bi. World* of April 6th, 1883. It was moved that an informal ballot be taken to ascertain if it were possible to elect the officers with the members present; amended to read "informal vote" instead of "informal ballot." (Carried.)

Nominations for Secretary were made as follows: Mr. Harold Serrell, of Plainfield, Mr. C. J. Wood, of Hackensack.

Mr. Wood declined, and, on motion, the nominations were closed.

The vote, as cast in clubs, stood forty-nine for Mr. Serrell, and, on motion, the Secretary cast the vote for Mr. Serrell, and he was declared duly elected.

For the office of Treasurer, Mr. Chas. D. Snedeker, of the Brunswick Club, was the only nominee.

The nominations being closed, the vote was taken, with the same result (forty-nine votes), as for Mr. Serrell.

The Secretary was again ordered to cast the vote electing Mr. Snedeker Treasurer.

The design of a badge for the State Division was brought up and discussed, and, on motion, it was left in the hands of the Executive Committee, with power to select.

The proceedings of this meeting were ordered to be sent for publication to THE WHEEL and *Bicycling World*.

Meeting adjourned.

D. W. H. HASTINGS,

Secretary *pro tem.*

We now have, in truth, a New Jersey Division of the L. A. W., and it is incumbent upon all League members to support and aid the Division, and to use their best efforts to advance the welfare of the noble sport we all love so well, and to swell the ranks of the Division, and its parent, the L. A. W., by the introduction of wheelmen not now on its rolls.

According to the L. A. W. constitution and amendments, all applications for membership in the State, accompanied by the fee of \$1.00, should be sent to the State Secretary, as below, to receive proper and prompt attention.

HAROLD SERRELL,

Secretary New Jersey Division of L. A. W.
PLAINFIELD, N. J.

To New Jersey Members L. A. W.:

In accordance with the "State Division" amendments to the L. A. W. by-laws, adopted at the officers' meeting, March 27, 1883, the dues of the New Jersey members for 1883-4 are payable to the Division Treasurer *pro tem.*, Mr. Fred Provost, New Brunswick, N. J. Members are requested to remit promptly, as the effectiveness of the State Division is vastly increased by a completely paid-up membership list.

Our State Division contains eighty (80) members at its formation, distributed as follows:

Hudson County Wheelmen, of Hoboken	15
Brunswick, of New Brunswick	9
Hackensack	9
Orange Wanderers	6
Essex, of Newark	5
Plainfield	5
Smithville	5
Elizabeth	3
Æolus, of Paterson	3
Owl, of Bordentown	3
Millville	2
Vineland	2
Montclair, Matawan, Woodbury, Dover, Bergen Point, Camden, Princeton, Morristown, Rustic, Trenton, Moorestown, Red Bank, Somerville, each	13

Total 80

Consuls appointed as follows:

Elizabeth—W. H. Hastings.
Montclair—W. S. Benedict.
Millville—Herschel Mulford.
Orange—J. W. Smith.
Plainfield—Harold Serrell.
New Brunswick—D. H. Merritt.
Smithville—Ed. F. Burns.
Woodbury—Wm. Griscom.

Consuls will soon be appointed for

Newark, Bordentown,
Hoboken, Millville,
Hackensack, Vineland,
Paterson, Trenton.

All holding office till July 1, 1884.

Members are notified that the Chief Consul will supply the new L. A. W. badge on application. The Executive Committee will soon decide upon the State Division badge, which will be of a pattern easily attachable to the L. A. W. badge.

LEWELLYN H. JOHNSON,
Chief Consul, N. J.

JUNE 1, 1883.

MICHIGAN STATE DIVISION.

A meeting of representative wheelmen from various parts of the State was held in the parlors of the Michigan Exchange Hotel yesterday afternoon, to organize a Michigan Division, L. A. W.

Letters of approval were received from nearly every club in the State.

The meeting was organized by electing C. D. Standish, of Detroit, Chairman, and H. N. Keyes, of Ovid, Secretary. A constitution and rules were adopted, in accordance with the laws of the L. A. W., and the following officers were elected and installed for the ensuing year:

President, J. E. Beal, of Ann Arbor; Vice-President, F. H. Escott, of Grand Rapids; Secretary, W. C. Marvin, of Ovid; Treasurer, C. E. Gorham, of Marshall.

An Executive Board was constituted, consisting of the above officers, with L. A. W. Chief-Consul Standish, of Detroit, *ex-officio* Chairman. A racing committee is provided for in the constitution, which also provides for an annual meet, and State championship races.

All the wheelmen present joined in the Division, and paid dues, or made arrangements to do so in bodies, by whole clubs. The objects of the Division are to promote bicycle riding, to defend the legal rights of wheelmen, to regulate and encourage touring, strictly amateur trials of speed and endurance, to join wheelmen in closer bands of union and good fellowship, and to exercise a State supervision generally over wheeling interests.

There were a number of animated and interesting discussions, and several notably good speeches, during the meeting. The rain unfortunately prevented the afternoon ride to Grösse Point and supper there, which had been projected; but the wheelmen visited the Grand Opera House in a body in the evening.

WHEELMEN, ATTENTION!

To encourage a little healthy rivalry, give due recognition to good results attained, and help accomplish the greatest success for the L. A. W. I have thought proper to offer as a small personal recognition of such efforts, a Diamond L. A. W. badge, worth \$75.00, to be awarded at the end of the present League year, to the wheelman securing the largest number of recruits for the L. A. W. during the entire year—such recruits not to include renewals. In case the winner should be a Club Secretary, only acting in his official capacity, the award should be left open to a vote of the club which he represents.

In offering a prize of this description, for the promulgation and development of an organiza-

tion in which we all take pride and feel great interest, I feel that I am not in any way compromising the dignity of my office, but merely adopting a procedure designed to stimulate honorable competition, and help to effect the desired end—namely, the growth and prosperity of the League of American Wheelmen.

The congratulations, predictions of great successes for the League in the near future, with the assurances of hearty, unselfish support and loyalty to the cause, which are continually pouring in upon me, stimulates me to renewed and effective action, and assures me that strong hands and willing hearts are ready to lend that much-needed support and encouragement, which it is mine, as your chief executive officer, to claim and expect. There is much to be accomplished; the field is large, and the material abundant. Let us, therefore, each and all, use our best endeavors to make the L. A. W. what it should be—the leading organization of its character in the world. Let us lay aside all petty strife, jealousy, and dissension, and work together for the common cause.

The lessons of the great and successful "Meet" of our order, recently held in this city, have proven much. It has shown what strong, and seemingly insurmountable, obstacles may be overcome, what prejudices done away with. It has demonstrated the fact that with energy, perseverance, and proper application, almost any reasonable object may be attained virtually. The popular tide has set in our favor, let us avail ourselves of the golden opportunity, and putting our best efforts forward, have the happy satisfaction, at the end of the current year, of seeing the League of American Wheelmen twice as strong, and anchored on a sure and lasting foundation.

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

SPEECHES AT THE BANQUET OF THE LEAGUE OF AMERICAN WHEELMEN,

MONDAY, MAY 28, 1883, AT METROPOLITAN
HOTEL, NEW YORK CITY.

Dr. N. M. Beckwith:

Gentlemen: On behalf of the various committees and the officers of the day, I take great pleasure in extending to our guests and to the members of the League of American Wheelmen a cordial welcome, and trust that this, the third annual Meet of the League of American Wheelmen, has been as enjoyable to all as it has been to the Committee and to the various officers. There is another part of the programme which we now have arrived at, and which, I trust, will be as interesting as the previous part of the programme which we have gone through. The faithful carrying out of the last part of the programme I have placed in the hands of a gentleman who is one of the first bicyclers in this country—was for two years President of the first bicycle club in this country; was the organizer of the League of American Wheelmen; was the drafter of its constitution; is the recognized authority on bicycling; and bicycling literature in this country; and, for two years, President of the Board of Common Council in the city of Boston, Mass.—Mr. Charles E. Pratt. [Prolonged applause.]

Mr. Charles E. Pratt:

Mr. President and Gentlemen: As I have been entrusted with considerable business, I will ask the gentlemen present to be seated, if they kindly will, at the tables and clear back in the hall. I think I can make myself heard 400 feet away, and I don't propose to call upon any speaker to-night who can't be heard under the farthest chandelier. Now, if you will just take seats I will promise you some interesting speaking and

some music besides. This is a large hall. To the best of my information and belief about three or four hours ago there were something over 875 enormous appetites and prodigious thirsts—especially thirsts—up in the neighborhood of Central Park; but I trust they have been so far satisfied by this time that we may be ready to indulge other tastes. The gentlemen will kindly remember that this is a large hall, and it is trying even to the best of voices to make one's self perfectly heard all through it. I shall not take up much of your time, or pain your ears with many words of my own; but we have many good speakers with us to-night. In fact, we have almost a room full of men who can make excellent speeches, and the puzzle to me, and the invidious part of it is, to select, out of so many good speakers, the few that we have time to hear. I congratulate you, Mr. Commander and Mr. President, upon the remarkable success of the day. The clear and beautiful skies, the fine air, the most alluring landscapes, and the fine roads over which our pathway was led this afternoon have fairly converted us to the praises of New York and the praises of the New York Bicycle Clubs. [Applause.] And we have found ourselves to-day enjoying, for the fourth time, our annual Meet, and four times as much as we ever enjoyed an annual Meet and parade before; and I am sure that the whole company will render at the proper time its thanks to the board of officers and the committees of the day. But first, I take occasion to ask your attention to the loyal and patriotic toast, "To America—our country 'tis of thee, and thy neighbors." For you recollect that the League of American Wheelmen is not simply a United States organization; it is mapped out and finds its membership in the whole continent of North America, and some of you will remember the badge of beautiful design and exquisite material and workmanship, and which bore a profile of the continent, and was afterwards christened "The League Ham." [Laughter.]

I have here a letter of regret from the President of the United States:

"The President directs me to acknowledge the receipt of your letter of the 12th inst. extending to him the invitation of the League of American Wheelmen to be present at their annual dinner in New York, on the 28th of May, and to express his regrets that engagements already made, covering the date named, will prevent its acceptance.

"Expressing his thanks for the courtesy of the invitation, I am, very truly yours,

"FRED. J. PHILLIPS,

[Applause.]

"Private Secretary."

Gentlemen: I ask you to drink the health of our Northern neighbors, the Dominion of Canada; and I will call upon the Seventh Regiment Band, who furnished us such exquisite music this evening, to play—while you drink its health, and while you are all rising—"God save the Queen."

Gentlemen, all up! [Applause.]

The Band striking up the air, the company joined in singing.

Gentlemen: For the next formal toast I propose, "The League of American Wheelmen:—like Tennyson's 'Brook,' it will go,

"For men may come, and men may go,
But I go on forever."

Few men may go; but many men will come; and with all the differences of opinion and with the clashing propositions for policy or for League affairs, there may come some little jars; but the League of American Wheelmen, so firmly planted, will, we trust, go on through the years waxing stronger and stronger for every one that passes. I had hoped to have the pleasure of calling upon our ex-Vice-President Parsons to respond to a toast, but he has been compelled to leave before we reached it. I have the pleasure of calling upon

the first Commander of the League—upon the gentleman who was three years ago at the head of our first Meet in Newport, the Captain and President of the old New York Club—the club that promoted the first National Meet of Wheelmen—the Meet out of which has grown this annual League Meet which we have had to-day, and to the efforts, untiring and ingenious, of Commander C. K. Munroe, we were very much indebted. [Applause.] He has returned to the wheel after a long absence on his canoe, but I am sure you will be glad to hear him. [Applause.]

Mr. C. K. Munroe:

Mr. President and Gentlemen: I assure you that this is totally unexpected. I thought I was going to respond to something else. I feel very proud to be called upon to respond to the toast of the L. A. W. When some three years ago, in Newport, a few of us—some 150 of us—formed the League, we did not know whether we could hope to see 700 or 800, four years afterward, assembled or not, but we thought we would try it. And it seems—judged from the present assembly and from this great day—that the League has been a success. And although Mr. Pratt kindly said I was one of the originators, I know you all remember that he was the prime originator. When the New York Club called a Meet at Newport to see what might be done, Mr. Pratt came to the front and said we must form a national organization, and we must make it the organization of America, not only of the United States but Canada, Mexico, Trinidad—I believe we have a member there [laughter], and he was the real front of the League, and I hope we shall hear more of a speech from him than we have heard so far. Mr. Pratt smiles; he sees I am embarrassed; I don't blame him. [Laughter.] I had another toast well planned up for, but this one takes me entirely by surprise. Some one suggests that I take a header and bob up serenely—I hope I may. But; gentlemen, in regard to the League, I hope we shall all be loyal to it. I notice the absence of one or two clubs here to-night, and I am very sorry to see it—through some private dissension (club dissension) which ought not to be admitted in a League club; anything that pertains merely to the club ought to be kept out of the League. I am very sorry that any club having a private row cannot bury it in its own club-house, and turn out in the League in full force. [Applause.] There are various branches of the League—there is the Massachusetts Division, the Ohio Division, and I don't know but there are some more. All these are very well as long as they serve the interests of the League, but all interests of all wheelmen in the United States should be subservient to the interests of the League. It protects us, guides us, and helps us in every way. Without unity you cannot have strength, and in union there is strength that nothing can overcome—such a union as the union of this League of American Wheelmen; and I hope, gentlemen, the clubs will combine to support the League and not support private interests. [Applause.] I am very much obliged for your kind welcome. [Applause.]

Mr. Pratt:

Gentlemen: You see I don't call on the last first and the first last all the time, and you won't be able to calculate on anything I will do this evening. [Laughter.] I have some surprises in store, and I don't ever like to have all the plums in one place in my pudding, and I don't think you do. I have noticed there were some, from necessity or otherwise, who had to leave. But the men who leave before twelve or one o'clock to-night will miss something that they will wish they had not. [Laughter.] Now, when we are speaking of the League, we all want to hear from our popular and accomplished President, who

has piloted us, as the head of the organization, through the most successful year of its existence—President Miller. [Applause.]

Mr. Miller :

Gentlemen : Now my friend, Mr. Pratt, made a remark, a short time ago, that I think will let me clear out. He said he wasn't going to call on any speaker who couldn't be heard beyond that last chandelier, and I know there are lots of men who can't hear me that far off. Still at the same time I would like to say a few words, and as there are so many other speakers who can give you a better speech than I can, I don't think I will occupy more than a few minutes of your time. In the first place, I have heard the question asked by outsiders, and by quite a number of League men, "Of what use is the League? What good does it do?" Now, I would like to ask the question if there is any League man here to-night, who will ask of what use the League is? I don't think there is any necessity of asking that question, after our parade to-day and this gathering to-night—what his dollar goes in for. If you haven't had a dollar's worth of fun—so far as your subscription to the League is concerned—then I am a mighty poor guesser. [Laughter and applause.] I can say this one thing for the League. The League has been of this use to the Ohio members at any rate. You may not all know of it, but we had in Ohio, what was called, the "Green Bill," which was brought up in the Ohio Legislature, about four or five months ago. This bill would practically have killed bicycling in the State of Ohio. In that State there are some 216 members. We are the third State now coming along to the front, and if we don't catch right on to Massachusetts very soon I am very much mistaken. The sum and substance of the Green Bill was, in a few words, that every bicyclist on meeting a team within twenty feet should dismount. They tacked it on as a kind of tail to a traction engine bill. It was not brought in as a single bill—as a bicycling bill—but they tacked it on to a bill prohibiting traction engines—strung it on on as a kind of tail end. A few of us happened to hear of it, and we went over and interviewed the Legislature and hobbled with the Committee on Highways, and gave them a few cigars. [Laughter.] We didn't buy them by any means; we weren't rich enough for that. We were but a sort of private party. I don't think there was half a dozen members outside of the city knew of it at all. But, at any rate, we went over and blocked that bill; and to block it the Legal Decisions—a copy of the Legal Decisions—were mailed to every member of the Ohio Legislature, and I think that those Legal Decisions had more to do with influencing that Committee and that Legislature to withdraw the bill, and had more to do with killing that bill, than any other one thing. A great many of the members emphatically told me it would never go through the House if it got out of the Committee—which it never did. And those decisions were gotten up by the League of American Wheelmen for the use of wheelmen. That was another of the uses of the League of American Wheelmen, and it wasn't a very small one either. And as the League goes on you will find that it will be of a great deal of use to you, and a great many other points of a similar nature will come up; and even aside from them you have this social intercourse, and if your dollar-a-year dues is not worth that much friendship and sociability—well, then I haven't got much to say for the enthusiasm of the League of American Wheelmen as wheelmen and as bicyclists.

In conclusion, gentlemen, I will say that my connection with the officers of the League during the past year—both with officers and members—has been of the most pleasant and satisfactory nature that I could really wish. I have every hope for the League for the coming year, under our new President and management; and I

think the League will do fully as well as it has done before, if not better. My own efforts, I don't take much credit for. I have done as well as I could—no man can do more; and if I have failed in anything or have made a wrong decision, I assure you it has been of the head, and not of the heart. I presume I have made some mistakes, but we all err—to err is human, and I know, as I am a human being, I can't help making some errors. I hope I haven't made any, and if I haven't, I consider myself extremely successful. As there are so many other speakers who can give you a great deal better speech than I can, and a good deal better material worth listening to, I shall resign now in favor of some other speaker, who has got a longer head than I have for making a speech.

Thanking you again, for your kindness, I will resign the floor to some better speaker. [Applause.]

(To be continued.)



Meteor has flashed, plagiarized, and died as the manager (?) of the Bicycling Department of the South Boston *Enquirer*. His successor boldly takes the *nom de plume* of "Rex Piraticus," from which I infer he intends continuing the bold, stealing policy of his predecessor.

Captain Pitman, who rises early to see the lively bird catch the foolish worm, was seated in Central Park the other morning, when, seeing the chance for an interview, I approached him, and, after introducing myself, asked his opinion regarding improvements he had witnessed in bicycling. He replied, as he plucked an intruding gray hair from his monstache, "When I was a boy it was the pride of every young man's heart to belong to a volunteer fire-engine, and in the slang of the day, 'run with the machine;' but all this is past now, since the introduction of the paid fire departments, and our rising generation prefer to be bicyclists and ride on the machine, instead of running with it;" and the veteran heaved a sigh that caused an audacious sparrow to swallow a piece of bread almost as large as itself, and in the confusion that followed I withdrew.

The Ixions have adopted a spike-tailed fox terrier for a club dog. He has been christened "Patsey Ixion," and will be trained to ride upon the handle-bar of "Campanini" Newman's new Rudge.

The *Courier* has resurrected its Bicycling Department, and under the management of so able a rider and writer as Benjamin, will be a success.

Down the long vistas of Time come many remembrances which, starting as torrents, dwindle from that to rills and rivulets, and thence into oblivion; but the pleasant memories of the Meet fare not thus, but gather as they go, and from the small beginning of its inception to the grand climax of its success, loses naught.

At the present rate of orders for photographs of the Meet it seems likely that Pach, the taker thereof, will dispose of his other business so as to enable him to meet the demand for their production.

Rood, the racing man of that club of racers, the Ixions, is carrying the maze-yellow of his club to the fore this season, having won for them the collegiate record and the five mile amateur

championship of America, besides innumerable lesser races.

Thompson has been christened "The Dude." The prime cause of this is, of course, the fact that the title is appropriate, but secondarily, because the *Star* reporter at the N. A. A. A. games, Saturday, was struck with the unique costume in which Tommie appeared upon the track, the two most striking articles of which were a pair of red-silk stockings upon his robust limbs, and a gold bracelet upon his left arm. As Tommie is a renowned snap shot, the editor will please tell him the Owl is out when he calls.

The Rev. Hugh O. Pentecost, who made so able a speech at the L. A. W. banquet, is to take charge of a church in Thirty-fourth street, near Seventh avenue, in this city. His advent here will be welcomed by all lovers of the pleasures of the wheel, since it has no abler or more eloquent defender than himself.

The enterprise, taste, and expense of the "Wheelmen's" souvenir entitles them to a subscription from each and every bicyclist who received this novel and beautiful work of art,

The world carries not with the dead, the Meet is past, and already all eyes are turned towards the promised feast at Springfield.

PRINCE CHALLENGED.

Editor of the Wheel: I hereby challenge John S. Prince, champion, or any other man in America, to race me any distance, from one mile to fifty, for any sum up to \$500 a side. I inclose herewith \$50 deposit, as an evidence of good faith.

Yours truly,

H. W. HIGHAM (Nottingham, England),
Champion of the World.

NEW YORK, June 6th, 1883.

THE CYCLISTS' TOURING CLUB.

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

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

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

APPLICATIONS.

C. E. Hawley, 1814 Jefferson Place, Washington, D. C.; F. J. Schwartz, 179 Mansion Street, Poughkeepsie, N. Y.; Charles C. Tyler, 914 Fourteenth Street, Washington, D. C.; Herbert S. Owen, General Land Office, Washington, D. C.; L. B. Barton, 34 West 54th Street, New York City; Austin L. Esterbrook, 312 West 59th Street, New York City; Geo. P. Davis, Walnut Street House, Cincinnati, O.; Fred. T. Sholes, 402 N. Perry Street, Cleveland, O.; I. P. McCune, 337 East Broad Street, Columbus, O.

THE HAND-BOOK.

Members can now obtain the new Hand-book for 1883 by sending application and P. O. Order for thirty cents to F. R. Shipton, Esq., Sec'y C. T. C., 140 Fleet Street, London, England.

The Chief Consul hopes, in the course of a month or so, to have a supply of these books on hand, which he will then furnish to members at the same price.

THE HARROGATE MEET

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



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

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

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

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NEW YORK, JUNE 8, 1883.

To League Members and Correspondents.

All communications for the Editor and Corresponding Secretary of the League of American Wheelmen must be addressed to Fred. Jenkins, 45 West Thirty-fifth Street, and not to the office of this paper.

League members must be particular to notify the Corresponding Secretary promptly of any change in their address. If members do not receive their paper regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

THE LEAGUE DUES.

At the last business meeting several amendments were to have been offered, one of which was the raising of the dues. It was feared that the fifty per cent. margin allowed the State Divisions was hardly enough to properly conduct the League work there. Although the subject did not come up before the meeting, the general opinion seemed to be that to raise the dues would tend to drive out from the membership a large number, and that while the treasury might be slightly benefited, the loss in numerical strength would be far greater than the gain.

In view of these facts, and out of regard to the opinions of the members of the League, the two proposers of the amendments have concluded to withdraw their amendments, and the dues will remain at one dollar, as before, until May 30, 1884. The next year will doubtless develop many new features in League work, and then if necessary the dues can be raised. At present, while there is a comparatively large fund in the treasury of the League, there is certainly no danger of collapse from want of money.

The dues of all members are now payable, and there is nothing so commendable as promptness in canceling obligations of this nature. In the States of Massachusetts, New York, New Jer-

sey, and Michigan, where Divisions have been formed, all renewals are to be made direct to the State Treasurer, whose address is published under the proper heading. All other members who are in arrears should send their mite to W. V. Gilman, Treasurer, Nashua, N. H., who will no doubt gladly send a new ticket in return.

TARIFF ON RAILROADS.

Among other unfinished business—neglected solely from lack of time—was the report of the Railroad Committee, which we publish in full in another column. The number of railroads on the list as carrying wheels free—when accompanied by owners with first-class tickets—has materially increased, and we are glad to see that the Committee, with the energetic Burley B. Ayers at the head, is making such rapid progress.

At present the work has been chiefly in the West, as, unfortunately, whenever the Eastern roads have been approached, a direct refusal to issue free circulars has been the result. This led us to think, that while we cannot obtain the whole loaf, we must be content with the establishing of a uniform tariff of rates, similar to the plan adopted by the railroads of England, where the demand for transportation of machines is even greater than it will be here, for some years to come. We doubt that enough of the great lines can be made to sign an agreement consenting to carry wheels free—to make it universal—and we fear that the Western railroads, finding that their Eastern brethren are receiving compensation, will cancel their agreements, and then the work will have to be done all over again. We think it would be infinitely better to approach a railroad, not begging them to carry our wheels for nothing, but asking them to adopt a reasonable and uniform tariff of charges.

We find that wheelmen do not object so much to paying a reasonable amount, but it is the varying and exorbitant charges that are so exasperating. Speaking of the withdrawal of their agreement on the part of the Delaware, Lackawanna and Western, the Chairman writes:

"I regret that the Delaware, Lackawanna and Western has gone back on its circular, but am not at all disappointed, for I have expected something of this kind from other roads. We will yet have more or less trouble of this kind, and I have no hesitancy in predicting that the tariff will ultimately be the end we will have to come to. It will begin in the east and spread to the west. We cannot expect that some roads will charge and others carry free. It is against railroad human nature. Still, that is all right; 25 cents will kill nobody on a fifty mile run, but on the very short hauls I think a lower rate should be made—for instance, the bicycle fare should never equal the personal fare. On this basis we should work."

Mr. Ayres further adds:

"I should also be glad to have you assure the Eastern men that their interests are not being neglected, but that, owing to the distance and the difficulty to get wheelmen from among them to act, it has been hard to secure a set of workers in New England."

These words from the Chairman of the Com-

mittee should carry their proper weight. The object in publishing the report is to promote discussion, and we trust it will have the desired effect of bringing out the sentiments of the members of the League. The more views expressed, the more assured will the Committee feel that in carrying out their plans, as begun, they are following the sentiment of the members of the League.

FROM THE CLUBS.

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

FIXTURES.

- JUNE 8 and 9—Race Meeting, Morristown, N. J.
" 9—Annual Encampment of Champion City Club.
" 11 and 12—Fourth Annual Race Meeting, Capital Club, at Washington, D. C.
" 12—Annual Meeting Citizens' Bi. Club.
" 15—Races at Lancaster, Pa.
" 20—Races at Detroit, Mich.
" 23—Annual Race Meeting Kings County Wheelmen on Grounds of Williamsburgh Athletic Club.
" 23—Ten Mile Race, Druid Hill Lake, 7 A. M., Baltimore, Md.
" 30—Fourth Annual Tour of the Milwaukee Bi. Club, starting from its headquarters, for a run through Waukesha County, extending to July 4th.
JULY 1—Tour in Canada by the Chicago Bi. Club.
SEPT. 18, 19, and 20.—Three days' camp and tournament at Springfield, Mass.

CLOSING OF ENTRIES.

JUNE 9—Entries close for 2 mile bicycle race, handicap. To L. E. Myers, Secretary Manhattan A. C., 8th avenue, corner 56th street, New York. Games, June 16th, on new grounds, 8th and 9th avenues, between 86th and 87th streets. \$15 orders to first, \$5 to second.

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

C. C. C. C. — "The Catteraugus County Cyclist Club" was organized at Randolph, N. Y., on May 6th, and the following officers elected: W. L. Rathbone, President; J. L. Smith, Vice-President; W. W. Canfield, Secretary and Treasurer; D. C. Adams, Captain. This is the first club in the county, and contains nine members.

GENESEE.—The first run of the Genesee Bicycle Club, made May 18th, was a decided success. The club was organized only five weeks ago, and now has eighteen members, with Emmett Jennings as Captain and F. D. Helmer as President. An elegant club-room has been secured over 136 State street, and provided with a piano and various articles for the pleasure and comfort of the members. The club has shown great enterprise in so soon placing itself on a financial basis, and as it is composed of some of the finest young men in Rochester, it must continue to improve, and no doubt will long remain an ornament of the city.

The run May 18th was made from Washington square, where the members of the Genesee Club and members of the Rochester Bicycle Club, invited to attend, to the number of about thirty, assembled about 7 o'clock. But little delay was experienced, and the bicyclists, on their handsome wheels, the Genesees wearing neat-fitting blue knickerbockers and stockings, white shirts trimmed with blue, and white helmet hats; and the Rochesters, in green knickerbockers and caps, maroon stockings, and white shirts trimmed with maroon, presented a very attractive appearance. The route—through Clinton street to East Main, to East avenue, to Goodman, and countermarch through East Main to Exchange,

to Gregg, to Plymouth avenue, to West Main, to State, and down State to Genesee Club-rooms—was made in about an hour and a half, and all along the line the bicyclists won favorable comments on their appearance and skill.

At the club-rooms the members of the Rochester Club were handsomely entertained by the Genesee boys; and after a brief hour of the most pleasant social intercourse the party broke up, all agreeing that the first run of the Genesee Club was a decided success.

CHAMPIONSHIP GAMES.

The eighth annual meeting for the decision of the amateur championships of America was held at the Grounds of the New York A. C., Mott Haven. With the exception of a strong wind, the day was all that could be desired, being clear, cool, and sunny; but the wind blew up the home-stretch and down the back-stretch, annoying the sprinters and making some of the races exceedingly slow—especially the hurdle race, which is more subject to the wind than the others.

The management was prompt and efficient, and little fault could be found with it. All intruders were promptly ejected from the inner ring, and the marshal had considerable trouble with such persons.

The track was in poor condition, not so much from carelessness, but from the nature of the ground on which it is situated—it being very sandy and clayey, and the earth underneath works up from below, making a mixture of earth and cinders, which is very brittle. Consequently most of the races were slower than they would otherwise have been. Had the track been in first-class condition, four more records would probably have been beaten.

League bicycle race (one mile)—George M. Hendee, Springfield Bicycle Club, 1st, time, 3 minutes 36 $\frac{3}{4}$ seconds; Roland G. Rood, Ixion Bicycle Club, 2d, by 120 yards. Hendee laid back till a half mile had been passed, when he began to move his treadles like lightning, and finished the easiest of winners.

Bicycle race (two miles)—George M. Hendee, Springfield Bicycle Club, 1st, time, 2 miles, 6 minutes 47 $\frac{1}{2}$ seconds; Chas. A. Reed, New York Athletic Club, 2d, time, 1 mile 3 min. 26 sec.; 2d mile, 6 min. 52 $\frac{1}{2}$ sec.; W. R. Pitman, Ixion Bicycle Club, third, beaten off. As in the previous race, Hendee waited till about half the distance was covered, when he left the others without any trouble.

Bicycle race (five miles)—R. G. Rood, Ixion Bicycle Club, 1 mile, 1st, time, 3:25 $\frac{1}{2}$; 2 miles, 6:50; 3 miles, 10:18; 4 miles, 13:56; 5 miles, 17:37 $\frac{3}{4}$; Chas. A. Reed, 2d; E. A. Thompson, 3d. Rood took the lead immediately, and set a fine pace—Thompson and Reed immediately falling in behind, about two yards apart. In this order they rode without any change of position for two miles. In rounding the upper curve Thompson rode perhaps a little wide, owing to the strange track, but not so far as to warrant Reed in fouling him, which he unfortunately did, bringing both to the ground, and spoiling what promised to be a very interesting race. Rood being left alone, finished easily.

OUR SPRINGFIELD LETTER.

Home again, and ready for work. You are certainly to be congratulated upon your grand success. None—even Karl Kron himself—could find fault with the excellent arrangements, and the manner in which they were carried out, to make the League Meet the grand success it really was. Your Park policemen on Sunday were the worst pirates I ever heard of; on Monday they were benefactors. I want to prove

my statement about your cantankerous Park officers. Sunday afternoon, in company with some of the Albany boys, I took a short run up Fifth avenue. Was so muddy, I was obliged to dismount at Seventy-second street. Brought my machine on sidewalk to rest a moment, and then started to walk down with my machine; had gone about a dozen yards, when I was accosted by some one, and commanded to get off the walk pretty quick! Looked up, saw the gray uniform, and I did get off pretty quick, and walked down Fifth avenue in the mud. Now, I know it is not right to ride on a sidewalk, but I always thought it proper to walk on one, even though you are accompanied by a bicycle. Now, don't talk about Massachusetts' Blue Laws any more! But, then, if you get the Park, why, I will say no more about it; and when our Meet comes off, I will send the chief executive police officer of Central Park a complimentary ticket for the three days, and give him a tent all by himself. It really does seem a great shame that you should be barred out from the Park. What roads! and what fine coasting! and what a multitude of charming girls in the Park! New York would be a paradise for wheelmen, if you could only have the Park. And Mount Tom! Oh, dear, what a delightful place to rest after a long run. No wonder "Chic" couldn't stand the pressure; and no wonder his fluent tongue should rhapsodize in such a realistic manner that at once makes the old mount famous. I sincerely hope that those who cling so tenaciously to a prejudice against the wheel will soon be obliged to succumb to their common sense, and ere long the greatest paradox in the history of the wheel will be the fact that Central Park has thrown open its gates to all wheelmen without any discrimination.

Hendee comes to Springfield to-day, bringing with him the one and two mile championship of the L. A. W. I felt this would be the case, but I don't like the time made: 3 min. 36 2-5 secs. for the one mile, 6 min. 47 1-5 secs. for the two mile is too slow time, although I knew Hendee would make only the time he was obliged to. He is in fine condition, and will make it warm for some of the flyers this year. I think if Moore should visit this country this year he would meet with quite a different reception on the racing track. Hendee's fifty-five-inch Sanspareil racer is a daisy, weighs twenty-two pounds, and is the best built racer I ever saw. This machine was made especially for Hendee, and on it he will probably lower a good many records this year.

The dedication of our new club-rooms comes off next Thursday night. The rooms are now completed, and are, indeed, very fine. They will be thrown open to the public then for the first time, and an informal reception, with music and singing, will be the order of the evening.

The city ordinance, spoken of in my last letter, is now a dead letter. Whether it will be resurrected or not is a question. It has made quite a squabble in the city government, and one old ordinance, passed some years ago, before bicycles were known, was dug out, and, as it related to this particular subject, it was immediately revoked. I do not anticipate any further trouble from the city for some time, although it is liable to come up again at any time. I am credibly informed that Prince and Keen will meet on the track at Springfield at our Tournament. Woodside and Frye have already made arrangements to be here, and although not quite certain, I have every reason to believe that Decivry, of France, and Howell, of England, will meet here also. The League have authorized the ten-mile championship of the L. A. W. to be held here, and their sanction has been asked for a one-mile bicycle race, to be also a championship of the L. A. W. Although the sanction of the Racing Board has been withdrawn, author-

izing the \$1,000 Pope cup as the twenty-mile championship, on account of the conditions imposed by the Pope Manufacturing Company, nevertheless the club have unanimously voted to offer a prize themselves for the twenty-five mile, and give it to the League unconditionally. If this is accepted by the Board, then we will have the ten and twenty-five mile League bicycle, and the one-mile tricycle championship races, besides the \$1,000 Pope cup. The value of the twenty-five mile prize, offered by this club, will be \$500, and the value of the one-mile tricycle prize will be \$300. No sum has yet been appropriated for the ten-mile, but it will probably be between \$300 and \$500. Besides these races, it has been decided to give either a one, two, or five mile race on the "Star" bicycle. This would no doubt prove very interesting, and—as there are a great number of good riders in this vicinity—it would no doubt be very hotly contested. Speaking of Moore, I judge from well-authenticated reports that he is not riding in as good form as usual, and Gaskell will no doubt "do him up" this season. Hendee, if he goes abroad this season, will make things lively, and the English correspondent of the *World* feels sure that, in case he does go, he will find "foemen worthy of his steel." There is no doubt of this; the English flyers are smart, and it is quite evident they are itching to trim Hendee off.

LIGGINS.

SPRINGFIELD, MASS., June 4, 1883.

WHEEL GOSSIP.

Who is going to win the League Pin?

Looks as if the Capital Club might have a good chance.

The Germantown Club have joined the League in a body.

Chief Consul Sanderson is working toward a State Division.

Not having the suitable mail list, delayed both the papers that should have gone to the entire League.

The Boston Club will not join the League in a body this year.

The Ramblers propose making a two days' tour through Eastern Massachusetts, as far as Gloucester, June 17th and 18th.

The Kings County Wheelmen hold their first annual bicycle races at the Grounds of the Williamsburgh Athletic Club, Wythe avenue and Penn street, Brooklyn, E. D., Saturday, June 23, 1883, at 4 p. m. The following events will take place: Half-mile dash, open to members of the K. C. W., who have never won a prize in a bicycle race. Two mile race (handicap), open to all amateurs. 100 yards slow race, open to all amateurs. 25 mile race, for the championship of the Kings County wheelmen. Handsome gold medals to first and second, in each event, excepting the 25 mile race, when a third gold medal will be given. An entrance fee of 50 cents for each event must accompany every entry. The right to reject any entry is reserved. Rules of the L. A. W. will govern all contests. Entries close positively June 16th, 1883, with WILLIAM H. AUSTIN, Chairman, etc., 99 Nassau street, New York City.

The American Star Club dedicate their club-rooms on Thursday evening, June 28th, at 259 South Third street, Philadelphia, Pa. A very neat invitation has been issued.

The Racing Rules and Rules for the Government of Race Meetings, revised to date, will shortly be issued.

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THE VICTOR ROTARY TRICYCLE

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AMERICAN STAR BICYCLE.

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SEND 3 CENT STAMP FOR CATALOGUE.

The six day professional race—12 hours a day—at Chicago, closed with a score of Mlle. Louise Armaindo, 843 miles, 1 lap; Morgan, 820 miles, 1 lap; Woodside, 723 miles, 2 laps. Woodside broke down on the fifth day, and, not being satisfied, has issued a challenge to the fair Louise to ride a similar contest for \$100 to \$1,000 a side, or to allow Mlle. Armaindo 5 miles in 50, or 10 in 100, for from \$100 to \$500 a side, on any track not less than eight laps to the mile.

There will be a one, two and five mile bicycle race at Springfield, July 4th, 1883, under the auspices of the Springfield Skating Rink at Hampden Park. Entries close June 30th, and should be made to H. H. Allen, Springfield, Mass. Entrance fee, \$1.00. The prizes, three for each race, are valued at \$350. The races have been sanctioned by the L. A. W.

The Fourth Annual Meet and Races of the Capital Bicycle Club will be held at Athletic Park, June 11th and 12th, 1883. The following is the programme: First Day—Five mile championship of the Capital Club. One mile race, for members of the Maryland Bicycle Club, only. Fancy competition, open to all amateurs. One-fourth mile race for members of the Capital Club. Slow race for members of the Capital Club. One mile handicap, open to all amateurs. First heat of the three mile professional race. Second Day—Two mile handicap, open to all amateurs. Second heat of professional race. One mile for novices, open to all. One-half mile for boys from twelve to fifteen years old, inclusive. Club Drill. One mile handicap for members of Capital Club. Third heat professional race. The entries for the open events, close Friday, 8th June, 12 midnight.

An entry-fee of one dollar will be charged for each event, which will be returned to starters.

Persons entering for handicap races must send the record of their best time. If they have no record for any distance, a statement to that effect should be made.

The parade will form at 8th and F streets, at 3 P. M., and proceed thence through our principal streets and avenues to the Park, where the races begin at 4:30 P. M.

All Bicycle Clubs and Unattached Wheelmen are invited to take part in the parade.

Communications should be directed to the "SECRETARY CAPITAL BICYCLE CLUB, Room 33, Le Droit Building."

Arrangements have been made by which excursion rates may be obtained over the roads coming into this city.

Sturmes's "Tricyclists' Indispensable Annual" for 1883 has arrived, and is brimful of information regarding the three-wheeler. While we have hardly time to peruse the three hundred and thirty odd pages, yet, from appearances, it seems to cover the full ground of theoretical and prac-

tical tricycling. Overman Wheel Co., Hartford, Conn, sole American Agents.

The recent meeting of the League of American Wheelmen in this city was a success, not only as an exhibition of the strength of this National Association of bicyclers, but of the material composing it. When we read that delegates from localities as far distant as Milwaukee, St. Louis, San Francisco, and Washington, being present, not excepting those from the nearer localities of Boston, Philadelphia, Buffalo, and Springfield, we are apt to wonder at the rapid growth of this popular branch of athletic sports.

Unlike the Athletic Association, its membership is composed of individuals, and not only clubs. New York has, until lately, been far behind other localities in proportion to its size. Its racing men can hardly hold their own in comparison to the "cracks" of other cities, and the day is not far distant when the League of American Wheelmen will assume complete charge of its own championships, and remove them from New York. The first break in this direction will be in September, when at Springfield the ten and twenty-five mile championship will be held, together with a mile race for the tricycling championship, and it would not surprise us to see at the next championship meeting of the N. A. A. the bicycle events omitted.

The League Championship event of a mile which was given this year at the games much resembled the 220 yards race, inasmuch as the well-known reputation of Hendee, who has a record of 2:55 for a mile, was enough to keep others from entering the race, especially as only one medal had been provided. The ease with which he ran away from the best racing men in the vicinity of New York in the two mile race, proves that we are not yet up to the standard at that game.

In all probability the League, having five or six championship medals on its hands, will seek to encourage other localities where large race meetings are to be held, by allowing them to give one championship event. The great distances of this country, and the widespread popularity of the sport, present a concentration of all the championships at one point, however central, without doing a great injustice to many riders.

If the associate clubs of the N. A. A. A. are to have bicycle events on their programme, the association should revise its rules governing bicycling, and adopt those of the League of American Wheelmen in order to protect the contestants. They are certainly too crude and incomplete in their present form, and could be materially improved. If we are to have an entirely separate and distinct sport embodied in our programmes, we should at least take the precaution to prevent such unfortunate errors as the decisions of the foul in the five mile race at the championship meeting.—*Amateur Athlete.*

THE THREE BICYCLERS OF THE R. B. C.

MUSIC, "THREE FISHERS," COMPOSED BY E. PLURIBUS PENSTOCK.

Three clubmen went wheeling, out into the West,
Whooping it up as the sun went down;
Each thought of the drink that would suit him best,
At the Bomoseen House, in Old Castleton town;
For water was scarce and throats became dry,
And the cost of the "moistner" was not very high,
But the Treasurer's purse was empty.

Three wheelmen dive into their pockets so deep—
Dive into their pockets in search of cash—
They pile their mixed treasures all up in a heap,
And sort out red coppers from bicyclers' hash.
There 's pieces of wire and fragrant spruce-gum,
Court-plaster—St. Jacob's—(but not any "mumm"),
And the pennies number thirteen.

Three cyclers stood mopping their manly brows,
Mopping their brows with a chamois brown,
"We'll have to fall back on the wayside cows
As we wheel ourselves back from Old Castleton town;
For pennies thirteen will not pay for three 'bocks'
And we've robbed our deep pockets of all their rich
rocks,
And the Bomoseen man won't trust us."

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

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

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HENRY E. DUCKER,
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A. L. FENNESSY,
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The Wheelman for June.

Out May 20th.

The Massachusetts Bicycle Club, A. S. Parsons, twelve illustrations, by C. E. Reed, Charles Copeland, and A. B. Shute; A Cycle of the Seasons, Charles Richard Dodge, drawn by J. Pennell; A Shadow Love, chapters XIV.-XVI. Charles Richard Dodge; How we went to Uronaco, Edward B. Sturges; At the Banquet, J. Emmet O'Brien; A Pilgrimage A-Wheelback, Paul Pastnor; From April to June, H. I. N.; The Home of the Spring, Dudley C. Hasbrouck; Why the Club avoid the D-Road, President Bates; A Deacon's Opinion, Deacon; A Morning Ride, Retrop; The Bicycle and Tricycle for Physicians and Patients, George E. Blackham; Teft, or how the Bicycle saved my Client, C. K.; Coasting on the Jersey Hills, Karl Kron. Contributors' Department: A Bundle of Letters; The Fourth League Meet; Remedy for Dyspepsia; Drinking En Route; Notes and Queries. Editorial: The League Year; Touring; Wheel News; English Notes; French Notes; German Notes; Other Foreign Notes; Book Notices; Publishers' Department; The Columbia Tricycle. Terms: \$2.00 a year; 20 cents a number. Back numbers and sample copies sent, postpaid, on receipt of price. Subscribers will please remit in P. O. Money Orders, or Bank Checks, or Drafts, or by Registered Letters.

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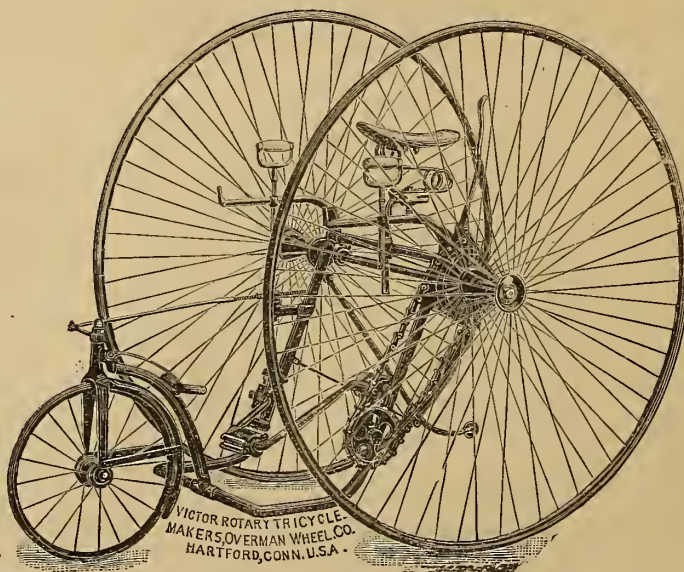
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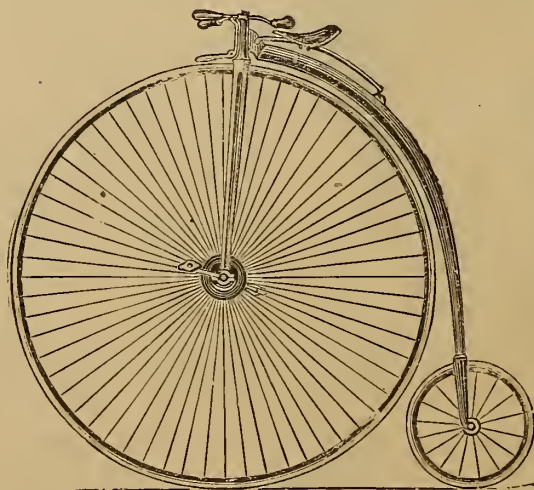
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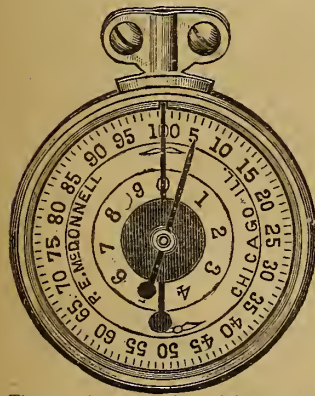
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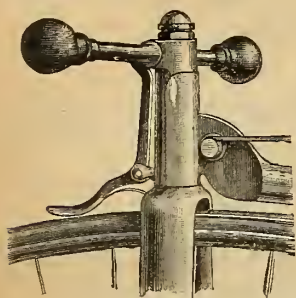
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