

# THE WHEEL

## A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

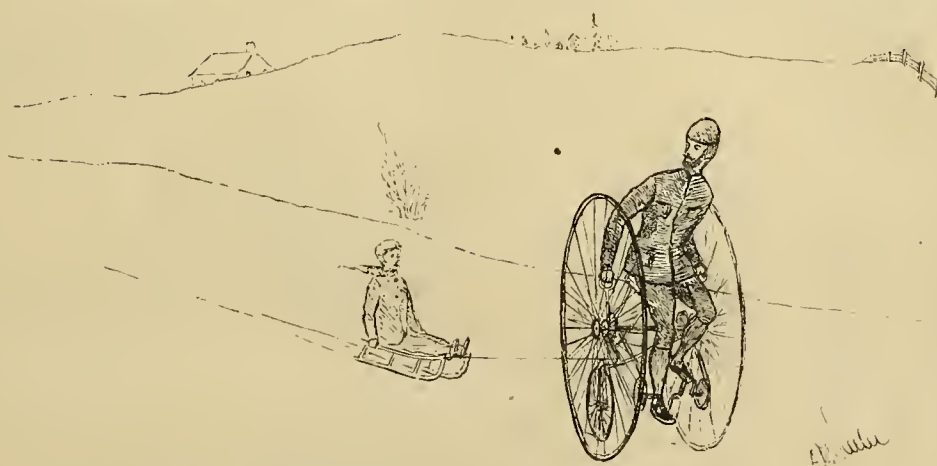
VOL. III.—No. 20.]

NEW YORK, FEBRUARY 14, 1883.

[WHOLE No. 72.]

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JONES WONDERS WHY HIS TRICYCLE RUNS HARD.

### EDITORIAL JOTTINGS.

Remember the Ixion's to-morrow.

Over eight hundred invitations were issued and the probabilities are that it will be a grand success.

Those who make up their minds at the last minute, can obtain tickets at the Hall, corner of 32d Street and Broadway, by inquiry of Pres. Egan or Sec'y Sanford.

We have a letter and papers for Mr. Stanley B. Huber, subject to his order. They are post-marked Louisville, Ky.

Dr. A. G. Coleman, of Canandaigua, N. Y., writes that he and a party of six start for California, to be gone four months. Two of the party take their wheels along with them, and the Doctor has secured the following pass for the same, which explains itself:

TO AGENTS AND BAGGAGEMEN.

Gentlemen:—This letter, presented by Dr. A. G. Coleman, will be authority for you to check free two (2) bicycles from point to point on our line, as he may desire, until June 30th, 1883. Please see that the machines are handled carefully, as you will be held responsible for any injury that may occur to them.

Yours truly,  
W. T. WHITE,  
Gen. Baggage Agent, A. T. & S. F. R. R.

We think the Doctor deserves a place on the Railroad Committee after that. We have also to thank him for the fine imperial photo of his imperial self.

League elections are the great theme. We have not received any nominations from any other State except our own, and trust that the large clubs will not be behind hand in selecting and publishing their candidates. A scattering vote is not desirable.

The present heavy fall of snow makes our sketch this week fill an appropriate niche.

Chief Consul Weston is an active worker, and jumps from one place to another. He lately attended a B.T.C. meeting in New Haven, returning home the same evening. His latest move will be an hour's visit to the Ixion's Reception to-morrow, though we would gladly have him remain over a day or two.

Where is the mysterious Keen? Some say he is in Boston, though we have received no definite word to that effect, while others are equally positive that he has not left England, and, furthermore, intends to remain there for some time to come.

Fred. S. Rollinson, who was robbed last October of his diamond ring, gold watch and chain and his ready cash by an amateur wheelman, Jabez Holman, who hailed both from Cleveland and Philadelphia has by dint of hard work recovered his property, less the cash, and Mr. Holman is put where he will ride no more for two years, at Elmira.

Prince is reported as about to undertake a trip West, and race Chas. Jenkins of Louisville, Ky.

We are sorry to see our namesake enter the professional ranks, as too many of our good men have already left us. Frye, Woodside, Jenkins, who next? Will it be Place, Pitman or Hendee? If it goes on at this rate, we will have few men to run for the championships.

The Secretary of the Racing Board conferred with the Executive Committee of the N.A.A.A.A. the other evening, and we will probably have some announcements to make regarding the championship meetings. It is very desirable to have the mile, two and five mile events on the same day and in conjunction with the N.A.A.A.A., and avoid the expense of a separate race meeting.

### CORRESPONDENCE.

#### THE LEAGUE ELECTIONS.

Editor of *The Wheel*.—Your very timely and suggestive editorial of January 31st, on "The League Elections," fails to quote the League rule correctly as amended at the officer's meeting last Fall. The amendments to Rule 21 then adopted were as follows:

After "each member" in the first line of the second section, was inserted "who was admitted or whose dues were paid up to the first day of March."

And in the fourth line of the second section, the words "these blanks shall be filled out"



were stricken out, and the words "each vote shall be signed by the member voting it," were inserted.

These amendments make it certain that no person who is not fully admitted to membership by March 1st. can have his vote counted in the election, and as the Membership Committee cannot pass upon names until two weeks after their publication in the official organ, it follows that only those whose names have been already published can vote.

The second amendment makes it necessary that each person shall sign his own ballot.

Club Secretaries cannot do it for their members. "No proxies allowed."

Of course, the votes of clubs can be forwarded together, if desired, and it is not necessary that the blank sent out by the Corresponding Secretary shall be used. Anything giving a person's preference, signed by himself, will answer.

It seems to me that it will be well for leading clubs in each State to nominate candidates for their States, and publish them in the bicycling press, and if they are the best men, and give each section of the State a representation, no doubt the smaller clubs, and the unattached, will support them—as was the case in this State last year.

Let every League member feel it a duty to vote for *somebody*. ALBERT S. PARSONS.

CAMBRIDGEPORT, Mass., Feb. 1883.

#### OUR BOSTON LETTER.

*Editor of the Wheel:*—Annual meetings occupy the time and thought of bicyclers "about this time," as the Almanacs say.

The Massachusetts Club had a very harmonious one Tuesday night, the 6th, making changes in nearly every office, the old officers begging to be excused. The new ones did that, too, but in vain, for in spite of their modest protests the Board of Officers were elected as reported in the column of Club News.

President Williams is well-known as one of the League Representatives, and is the hero of the second hundred mile run in America, running 118 miles. Capt. Clafin is a fast man, has won several races, is the son of ex-Governor Clafin, and is a universal favorite. Mr. Reed is equally good, as artist and bugler, and will be remembered by those at Chicago, for his stirring notes there. The Massachusetts and Citizens Clubs will now need a bugling contest to decide which has the champion bicycle bugler of the country.

Capt. Shillaber was away in Florida. Letters to him brought no answers, and as there was some uncertainty as to his being in Boston constantly, he was reluctantly dropped. The Annual Dinner takes place at Hotel Vendome, Tuesday night, the 13th.

The Ramblers had their annual meeting the same evening, and wisely re-elected their Board of Officers.

President McClure brings the same energy to bear upon club matters, which has pushed the new magazine, *The Wheelman*, into such prominence, and his club and his periodical have leaped to success at a bound.

Capt Howard is full of enthusiasm, and inspires it in his men. The club's drill squad have won great praise at the Olympian Club Skating Rink and they have challenged the Crescent Club to compete with them there, for a prize. It is to be hoped that the Crescents will accept the challenge, and a most interesting competition would result.

The Crescent's gave their Annual Ball on Monday night, and it was as elegant and successful an affair as ever.

The Bostons are resting after their fine din-

ner. The new officers were installed Wednesday night, with proper ceremonies, and Capt. Everett impatiently awaits the Spring, that he may rally the old Bostons for a club run.

He will work them "for all they are worth" we may be sure, unless his tricycle fever gets the better of bicycling zeal.

The tricycle "boom" is coming this Spring, and importers and manufacturers will get themselves disliked if they are not ready for it.

Capt. Everett rides a National around in the snow, and First-Lieut. Williams rode from his house to the Massachusetts Club meeting—six miles—on a National, and rode back a President.

Ambitious subordinate officers will do well to bear this in mind and buy a "tri."

Prince is sighing for more worlds (or Frye's) to conquer, and is going West to find them.

That reminds me! Have your readers all seen Representative Elwell's tempting invitation in the February *Wheelman*, to "Come East" and try Maine Roads? We are all going down this way. "Come on fellows!"—and *Citizens!*—when it gets real warm.

BOZ-TONIAN.

#### WHOM SHALL WE ELECT?

*Editor of the Wheel:*—Every mail brings this query, and almost every letter contains it in some form which serves to indicate the deep interest that is at present felt all over the country in the result of the approaching State elections, so that it seems almost needless to predict that more votes will be presented to the Committee of Rights and Privileges for their inspection and approval than at the last election which occurred in July, 1882. Who is to receive these ballots? Present indications point *only to live men*. State Divisions are everywhere called for, and *must* be found if the State would occupy a front rank in influence as well as in power. Not only are these State Leagues of wonderful aid to the National Organization, but they also serve to bind the wheelmen of a State so strongly together that whenever united and well directed efforts would be put forth to accomplish any particular result in favor of wheeling, the proper officers and funds are always ready, as has been so recently and fully illustrated in Ohio, of which we have read so much of late and over which we have been so often felicitated.

By all means, then, *organize*: in fact the watchword of this election should be "Organization and Activity." Every candidate for the Chief Consulships of the L.A.W. should be pledged to work; the Representatives should be of the same inclination; then with a similarity of Consuls and earnest Leagues all over the country, why may we not look for results most beneficent? These are the kind of men we want to see elected, then we will be prepared to answer most effectually the question often asked—

#### WHAT IS THE LEAGUE DOING?

The very men who so often propose this conundrum are *just the ones who should themselves be doing!* As we look at the duties of the officers of the League in their various departments, they appear to us to be very simple, and are easily enumerated, as follows: The members of the Executive Board should so arrange the general business, correspondence and finance, should appoint such committees as in the constitution provided for the general oversight of their respective branches, that each State shall have only its own particular district to attend to, and *there they should work exclusively*. The more we consider the subject of State work, the more we hold the State

governments responsible from the Chief Consul on through every grade, and we are free to say that those States lacking sufficient interest in the general benefits to be derived from concerted and united action to organize a State Division will look in vain for many favorable results from League membership aside from that of incalculable value, League friendship and influence.

To every Leaguer asking the question—

#### OF WHAT BENEFIT IS THE LEAGUE TO ME?

We should say the officers have surely worked hard this year (as to the past we are unable to state) to get affairs into good shape for the most active campaign we have ever entered upon during the coming season. If now you secure no benefit from League membership, you personally and alone are responsible for it.

If you are a chronic grumbler, and ask this question in your usual spirit, time is only wasted in trying to convince you of your duty. Then, again, there are so few of you left that you will naturally die out of your own accord if left undisturbed, and far be it from us to trouble you; oh! no, we prefer to see you die.

Simply wandering in the dark, that is our idea of the condition of seventy-five per cent. of those asking this question; and if it may be our good fortune to take you by the hand and lead you out into light and day, our object is gained.

You are now enfranchised voters; not an officer of the League can hold his position contrary to your wish and desire! What more can you ask? Do you wish to see an efficient, active and energetic Executive Board managing your general affairs? Then elect officers from your States in whom you have confidence, for in their hands is placed the responsibility of choosing the executive officers, and from their own number must be chosen by them a President and Vice-President of the League, while the Corresponding Secretary, Recording Secretary and Treasurer are by them selected from our own ranks, the general membership of the League. Do you wish a State Division with all the benefits of a practical character that grow out of such an organization? Then by all means elect a Chief Consul and Representatives, *pledged* to do as you desire, for in our hands, fellow Leaguers, rests the sovereign power and we mean to use it, do we not?

In the years past, when an oligarchy governed us, we had reason sufficient to occasionally, yea often, raise our voices in murmurs and even in loud complaints, since officers governed us not of our choice; but now if things go wrong, all we can consistently do is to pace our rooms in disappointment, hands in pockets, and wait for another year or pray for resignations; *because we ourselves have chosen these men, keep that in mind!*

These brief suggestions we offer in all due humility for the guidance of our many friends in the League. If we make mistakes at this election, and feel inclined in future to grumble a little, *just a little*, refer to this article and consider how you can consistently, and how it will sound to others. No; we will have no more of it, but prophesy that 1883-4 will be the most harmonious year the League has thus far experienced. W. V. GILMAN.

NASHUA, N. H., February 10, 1883.

#### FROM THE CLUBS.

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

#### FIXTURES.

SATURDAYS—Musical evening at the Citizens rooms, 2 East 60th Street, at 8 P.M. All invited.



FEBRUARY 15.—First Annual Sociable of the Ixion Bicycle Club, at Trenor's Hall, Broadway and 32d Street. Tickets, \$1.00, including hat check. Wheelmen are requested to appear in uniform.

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

PENNSYLVANIA.—We have been exercised much of late over the very unsatisfactory way in which our brown corduroy uniform worked, and last month a committee was appointed to get up, if possible, a uniform which would answer the purposes of bicycling better than the first one adopted. The outcome of this committee work is the following, as adopted unanimously by a very full meeting last Thursday evening:

Black cheviot suit. The coat having cadet collar; black stockings and black shoes; black cap with visor and knotted silver cord in front. We retain our white shirt, exchanging the blue cord, however, for a black one, and having a black Pennsylvania, instead of blue, as heretofore. This uniform, we expect, will look well and wear well.

We have also decided to hold a club social on the third Thursday evening of each month, when we will be happy to see our bicycling friends at 4000 Girard Ave. There is not much stirring here in the way of bicycling at present, but there is some curiosity evinced as to the question of "Where will the League Meet be held?"

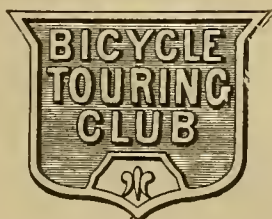
ARTHUR MACOWEN,  
Secretary.

MASSACHUSETTS.—At the fifth annual meeting of the Massachusetts Bicycle Club, held at its club rooms, 194 Columbus Ave., Tuesday evening, the following gentlemen were elected officers for the ensuing year: President, Henry W. Williams; Secretary, George Pope; Treasurer, D. E. Devoe; Captain, Adam D. Claffin; First Lieutenant, Gilbert E. Chandler; Second Lieutenant, Darwin J. Smith; Buglers, J. T. Dyer and C. W. Reed; Club Committee, the President, Secretary and Captain *ex-officio*, A. S. Parsons and E. W. Pope; House Committee, G. H. Walters, A. L. Atkins and Henry S. Harris.

BUCKEYE.—The Buckeye Bicycle Club, of Columbus, held its third annual meeting and banquet at President Miller's residence last Wednesday night. After the business of the evening had been disposed of, the club proceeded to enjoy itself and succeeded in the attempt most admirably. The following officers were elected for the ensuing year: President, W. H. Miller; Secretary and Treasurer, C. J. Krag; Captain, J. P. McLune; First Lieutenant, W. T. Eldridge; Second Lieutenant, C. E. Freeman.

AUBURN.—The Auburn Bi. Club was organized June 29, 1882, and consists of twelve members, but will have several additional members this Spring. The officers are: President, A. E. Swartout; Captain, Ed. F. Parker; Sec'y and Treas., Grayson G. Knapp; Lieutenant, Ed. Leonard; Bugler, Chas. E. Throop.

C. A. P.



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

#### APPLICATIONS.

JULES DENEGRÉ, 469 Broome St., N. Y. City.  
ANGELO WILLIAMS, 254 W. 39th St., N. Y. City.

ANDREW STEWART, 426 Sixth St., N. W., Washington, D. C.  
JOSHUA REVOLDS, Stockport, N. Y.  
J. W. SMITH, 1434 Poplar St., Philadelphia, Pa.

#### RENEWALS.

W. Cunningham, 204 W. 44th St., N. Y. City.  
N. G. Crawford, Louisville, Ky.  
F. T. Davis, Mt. Vernon, Westchester Co., N. Y.  
F. A. Egan, 38 Broad St., N. Y. City.  
E. C. Hodges, 28 State St., Boston, Mass.  
H. H. Meyer, 38 Exchange Place, N. Y. City.  
S. A. Marsden, 308 Chapel St., New Haven, Conn.  
W. R. Pitman, 64 White St., N. Y. City.  
C. E. Pratt, Norfolk House, Boston, Mass.  
W. A. Pickett, 26 Chatham St., Worcester, Mass.  
B. G. Sanford, 7 Nassau St., N. Y. City.  
W. C. Scribner, 1108 E St., N. W., Washington, D. C.  
Howell Stewart, 426 Sixth St., N. W., Washington, D. C.  
F. W. Smith, Mill St., Harrison Square, Boston, Mass.  
H. J. Smith, 495 1/2 Pennsylvania Avenue, N. W., Washington, D. C.  
E. J. Waring, Plainfield, N. J.

#### NOMINATIONS.

A meeting of the Connecticut Membership of the B.T.C., was held at New Haven, on Wednesday, Feb. 7th, Chief Consul Weston occupying the chair. The plans for the coming year were discussed, and the following nominations were made: for State Consul, Mr. F. A. JACKSON, of New Haven; for Consul for Hartford, Mr. FRED. W. DAVIS; for Consul for Bridgeport, Mr. GEO. H. JOHNSON. The nomination of a City Consul for New Haven was postponed for another meeting, which will be held shortly, and in the meantime the State Consul will attend to such duties as may present themselves.

#### APPOINTMENTS.

The Chief Consul has confirmed the following nominations:  
State Consul for Connecticut—F. A. JACKSON, New Haven.  
Consul for Hartford, Conn.—FRED. W. DAVIS, 129 Washington St.  
Consul for Bridgeport, Conn.—GEO. H. JOHNSON, 129 Stratford Ave.  
Consul for Cincinnati, O.—H. S. LIVINGSTON, 443 West 7th St.

#### NOTICE.

Consuls are requested to report the Club Hotels in their districts—either Headquarters or recommended—with as little delay as possible, in order to insure insertion in the next Handbook.

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

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

## League of American Wheelmen.



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

#### BOARD OF OFFICERS.

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

#### STANDING COMMITTEES.

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

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

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

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

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

#### AUXILIARY COMMITTEE.

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

#### TO LEAGUE MEMBERS.

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

#### APPOINTMENT.

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

#### RESIGNATION.

MR. W. H. MILLER, President L. A. W.—I herewith tender you my resignation as member of the racing-board for Chicago. Mr. Frank E. Vates, ex-amateur champion oarsman of the United States, a gentleman of wide experience in amateur sporting matters, being now one of our wheelmen, I would recommend his appointment in my place.

B. B. AYERS.

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

Yours very truly,

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

#### Maryland Bi-Club—

3345—Fred. Stauff, 18 N. Charles St., Baltimore, Md.  
3346—J. Ross Dickson, 261 Madison Av., " "  
3347—Thos. E. Price, 46 Second St., " "

#### Citizens Bi-Club—

3348—Knight L. Clapp, 57 Broadway, New York, N. Y.  
3349—A. B. Terry, 206 W. 29th St., " "

#### Kings County Wheelmen—

3350—F. G. F. Barlow, 170 Lee Ave., Brooklyn, N. Y.  
3351—F. H. Douglass, 25 Bedford Av., " "  
3352—W. L. Sampson, 106 Hewes St., " "  
3353—G. H. Hooper, 70 Bedford Ave., " "  
3354—Edward Petters, 66 S. 9th St., " "  
3355—Robert A. Hibson, 64 S. 10th St., " "  
3356—J. M. Sorzano, 246 Carlton Ave., " "  
3357—A. W. Strong, 79 Division Ave., " "  
3358—Geo. T. Brown, 144 Wilson St., " "  
3359—Chas. Schwalbach, 350 S. 5th St., " "  
3360—A. C. D. Loucks, 183 McDonald St., " "  
3361—W. D. Bloodgood, Wilson St., " "  
3362—G. R. Bidwell, 216 S. 9th St., " "

#### Auburn Bi-Club—

3363—Edward F. Parker, 7 State St., Auburn, N. Y.

#### Lowell Bi-Club—

3364—Jos. L. Punder, 45 Merrimack St., Lowell, Mass.  
3365—Edward Ellingwood, " "

#### Ixion Bi-Club—

3366—Frank A. Egan, 45 W. 14th St., New York, N. Y.  
3367—Ben. G. Sanford, Box 2425, " "  
3368—M. G. Peoli, 25 E. 74th St., " "  
3369—P. M. Harris, 169 W. 48th St., " "  
3370—Wm. R. Newman, 4 E. 56th St., " "  
3371—Chas. C. Reed, Jr., 47 W. 9th St., " "  
3372—A. D. Wheeler, 115 E. 23d St., " "  
3373—Frank D. Howard, 4 E. 59th St., " "  
3374—H. V. Smith, 101 E. 64th St., " "  
3375—Jules Denegre, 4 E. 59th St., " "

#### Middletown Bi-Club—

3376—Charles. H. Foster, Middletown, N. Y.

#### Springfield Bi-Club—

3377—Wm. E. Crow, Springfield, Mass.  
3378—Myron Hitchcock, " "  
3379—A. E. Worthington, " "  
3380—Alfred E. Buckler, " "  
3381—Palmer N. Taylor, " "  
3382—Sanford Lawton, " "

#### Unattached—

3344—Geo. Booker, 18 Washburn St., South Worcester, Mass.

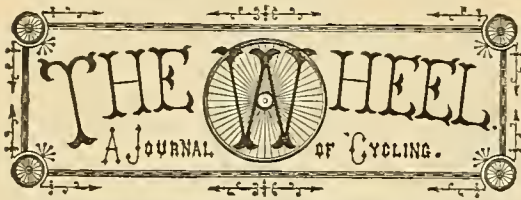
#### L. A. W. RENEWALS

(Week ending February 10, 1883.)

1493—Stewart E. Sumner, Bridgeport, Conn.  
233—Elmer F. Smith, Boston, Mass.  
2350—G. F. Harwood, Worcester, "  
1745—Charles I. Giddings, Beverly, "  
407—Stephen E. Greene, Worcester, "  
2478—C. B. Shrom, Greenville, Pa.  
1758—C. D. Barker, Willimantic, Conn.  
2226—A. D. Handy, South Boston, Mass.  
241—Harry J. Bates, Indianapolis, Ind.  
1480—Charles R. Percival, Boston, Mass.  
466—A. L. Kelley, Cambridgeport, "  
868—Chas. H. Goodwin, Haverhill, "  
166—P. G. Bennett, New Haven, Conn.  
766—Frank H. Burrill, Wakefield, Mass.

Yours fraternally, W. V. GILMAN.





The Official Organ of the Bicycle Touring Club in America.

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

SUBSCRIPTION PRICE, - - - \$1.50 A YEAR  
EUROPEAN SUBSCRIPTIONS, - - - 8 SHILLINGS

PUBLISHED EVERY WEDNESDAY

BY

OLIVER & JENKINS.

BOX 444.

22 New Church St., N. Y.

Entered at the Post-office as Second Class Matter.

NEW YORK, FEBRUARY 14, 1883.

#### TO CORRESPONDENTS.

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

#### NOMINATIONS FOR STATE OFFICERS, 1883.

(Elections, March 1st.)

State Consul.—Dr. N. M. Beckwith, N. Y.

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

#### WHERE SHALL IT BE?

Our esteemed and worthy contemporary, in its last issue, makes a note of the fact, that New York is not a desirable place for the League Meet, that it is not needed, that the League ought to go to Newport or Brooklyn, hints at Boston, and, finally, to make the matter short, settles on New Haven, as the most suitable place for the Meet. Now, we have the reputation of opposing everything our esteemed and worthy friend suggests, on principle, and as we might as well have the game as the name, we propose in this article to flatly contradict our esteemed and worthy contemporary (and probably no one will be surprised), and endeavor to show him and the League officers, that we need the Meet here, and feel that we have a right to demand it.

After the Newport Meet, the League set itself to work in an enthusiastic manner, and its membership increased rapidly—too rapidly for a healthy existence in our opinion, as we had already seen the ill effects of a too enthusiastic membership in our early city clubs, resulting in their speedy extinction. The second year soon passed, and the question of a League Meet again agitated the columns of the cycling press. The Committee chose Washington, but the Board of Officers convened at Boston and went to the other extreme, and selected that point. It was a grand success

as we all remember, it being the largest gathering of wheelmen ever seen in this country. The third year came around, and New York making no effort for first place, Chicago was selected. The Meet there is too fresh in the minds of our readers to need a rehearsal of the good times connected with it. Of the benefits arising from it, we may mention the opening of the parks and boulevards that were under restrictions prior to the Meet. As an imposing parade it was a failure, and that simply from lack of numbers, but the result attained was sufficient to justify the League Meet being held there. We understand that the League is intended for work; that is, it was not formed for the purposes of annually indulging in a good time, and we want the League to come to New York and help us open Central Park forever, by that influence which numbers alone can accomplish. We have had a change in the Park Board, which is, we hope, for the better; our clubs are strong enough to undertake the management of the Meet, and willing to shoulder the burden, as they feel it will advance the interests of bicycling here, and that is what they expect from their unanimous support of the League.

Our object is, however, first to overcome the objections raised by our friend, who is always "open to respectful correction," and point out a few defects in its statement, the accuracy of which, we, as a life-long resident, are, perhaps, better able to judge.

The *World* says, that "New York would be the worst place of any which is likely to be proposed, even if the freedom of Central Park could be secured all day for our parade. Its approaches are, without exception, difficult and embarrassing for wheelmen; it has few or no facilities for riding outside the forbidden park; it would not be likely to bring over five hundred bicycles together—and these would make still less public impression than did three hundred in Chicago; and no general benefit to bicycling would accrue from it, etc., etc."

Now this is very severe; in fact the "editor is touched," and, perhaps, the best way would be to take up the above points, one by one, discuss their value and overcome their disadvantages, if possible. In the first place, Why is New York the worst place, etc.? It is almost as large as Boston, has double the number of attractions, better hotel accommodations, and would draw a larger number of bicyclers than any city in the United States, simply because it is New York, if nothing more. There are a number of wheelmen who have never been to the Metropolis who would eagerly embrace the opportunity with pleasure. No, friend *World*, Gotham is not such a bad place after all.

Now then for the next point. "Its approaches are, without exception, difficult and embarrassing for wheelmen." Yes, so they are for the individual visitor, very bad; but when a large number are expected on a certain date, it is very easy to provide a number of covered vans to meet the riders at all points and safely transport their machines to the headquarters. The wheels disposed of, it is

also a very simple matter to step in the luxurious elevated cars and be whirled up-town in fifteen minutes' time. No, no, friend the "embarrassing approach" argument will not hold. We will be prepared for you all. Now as regards riding: Our facilities outside the Park are not bad. We have over sixty miles of macadam roads which will furnish ample riding, "for individual and desultory runs and excursions." We can lead you up the beautiful Hudson valley, over hill and dale to Yonkers or Tarrytown; or, perhaps, if you prefer it, to the boulevards running parallel to the Sound; or, perhaps, to the Riverside Drive. We will introduce you to Mount Tom, where you will be photographed with the noble Hudson and the Palisades as a background, and upon the summit of which you can rest and smoke the pipe of peace, and feast your eyes on the changing panorama beneath you. No, my friend, we have many inducements in the way of riding that will amply repay you for your journey. \*

Now as to the point of numbers. It is impossible to estimate closely, but we think one thousand would be nearer to the mark than the limit of five hundred. A large delegation would come from both Washington and Boston who would not go elsewhere, and Baltimore and Philadelphia would be on hand, apart from the number in the immediate vicinity of New York. Now we have a number of enterprising newspapers in this city, for instance the *Herald*, whose circulation is almost as large as the *Bicycling World*, who would greatly help us in our work; and think how the *Graphic* crank would delight to picture us with our wheels! think of the prominence the leading papers, whose correspondents are centered here, would give to the cause, and lastly think of the great benefit bicycling would derive from the permanent opening of the Park, not only in this city, but the weight it would have in other cities where restrictions are imposed. Yes, dear League, we want you, and we will give you a hearty welcome.

The Meet is not needed in New Haven or any other place. While we agree with the *World* in regard to the ability of the New Haven Club to entertain us, we do not want to think that, as we said before, the League is merely for social enjoyment. We obtain that at any wheel gathering. What we want from the League is work. Again, it would not be exactly right to thrust the expenses on one club or upon any small city, especially as the New Haven men have not even intimated that they want the Meet there. It would be an entirely local affair in its effects, and would give bicycling no particular impetus. No, gentlemen, New York is the place for the Meet, and we believe it will be held here. At any rate we shall use our best efforts to present its claims to the Board of Officers with whom the matter rests.

#### A CHANGE IN NAME.

Our readers will probably notice that we have hauled down the flag of the WHEEL PUB-



LISHING Co., and will hereafter sail under the firm name of OLIVER & JENKINS. They will also note the announcement of a new journal that we shall commence to publish April 4th. The *Amateur Athlete* starts under very favorable auspices. It is the Official Organ of the National Association of Amateur Athletes of America, and has a broad field to cater to among the 150,000 athletes in this country, embracing no less than twenty recognized sports, and already the promised support nearly equals the list of subscribers to THE WHEEL. We shall continue the publication of the latter paper, and enlarge its size to twelve pages May 1st. Of course, every one knows there is not the money in a class publication that there should be, and having placed THE WHEEL on a paying basis, it is our intention to devote ourselves to a general athletic publishing business. THE WHEEL, as our first venture, will always claim our best efforts, and we hope our many readers will continue the kind support we have received at their hands in the past three years of our existence. We extend our hearty thanks to the numerous contributors who have lightened our burdens, by their kind, assuring words. We trust they will continue in their good work, and take pride in contributing to our columns. While our time does not always permit of individually thanking them for their efforts, they are appreciated nevertheless, and we hope they will take the will for the deed. The price of THE WHEEL will remain the same, and we make a series of combination offers that cannot fail to merit the attention of the reader.

What the Owl would like to know.

Why the Citizens don't have a duett' by Harry Jones and Mr. Book at their next "Saturday night?"

Has any one seen anything of "Ab." or "Domen," lately?

Where there is a better amateur than Tom Ellison?

If there was not a little irony in the dedication at the Ixion's reception of a mazurka to the Park Commissioners, with so suggestive a title as "Remember Me?"

If the "Ixion's" will make the success of their reception that they deserve?

Where there is a finer picture of a bicyclist than that of Dr. Coleman, now ornamenting the editorial sanctum of THE WHEEL?

Where under the sun did the K. C. W. get that horn from?

Whether Sec. Hall, of the Lennox, enjoyed his Florida and Montreal excursion?

When Angie Williams is going to buy a machine and become a bicyclist?

When Harry Jones is going to do the same?

Whether Capt. "Pit" will wear his glittering "liver pad" to the Ixion reception?

If the entry of the Ixion's into the League don't mean a full vote for "Doc?"

If the Citizens ain't proud of their musicales, and don't they deserve the thanks of all of us for their promise to repeat the affairs?

Whether the Sunday gatherings at the Citizens' and Ixion's Club rooms don't promote good fellowship, and show the progression and activity of the sport?

Whether the Ixion's enjoyed the theatre party tendered them by Signor Campanini Newman of their club?

Whether I will be at the Ixion's reception?

Whether you will be there?

Whether the "Graphic fiend," in his first page illustration, on Monday, intended the lone "Owl" therein depicted for myself?

Whether it is any wonder that the "K. C. W." are a prosperous club, now we find an account of a landlady in Williamsburg who trusted a boarder for ten years, and only asked for pay when he was dead?

Why they call him "Brown dress" Reed now?

#### MY LOVE.

Though now her head is silvered o'er,  
I know I love her just as well;  
Indeed, I think I love her more,  
Than when we roved through dale and dell  
And dreamed away the dear old days,  
And I sang love songs in her praise.

Romance was wanting when we met,  
For she was only in a store;  
But surely I can ne'er forget  
The air of charming grace she wore,  
Nor how her guardian read my mind,  
And saw, for gold, my eyes were blind.

He said: "Reward me, and you'll find  
Her arms will open wide, for you  
Will turn where'er you feel inclined;  
Be faithful, staunch, and firm, and true."  
Of sorrow, he showed not a sign  
At parting with this bride mine.

My heart with joy was running o'er,  
That bright May morning long ago,  
When first I led her from the store.  
I hardly knew which way to go;  
And yet I knew she was my own,  
And I should walk no more alone.

As time sped on, she dearer grew,  
And filled my very heart and life.  
She proved so faithful and so true,  
There was no room for pain and strife;  
And ears of mine have never heard  
From her a harsh, complaining word.

"Who was the girl?" Why! Bless your heart,  
Could I be caught by sunny curls?  
Would I with all my freedom part,  
For what is gained from bright-eyed girls?  
This tender passion, which I feel,  
Is for a fifty-four inch WHEEL.

JAMES CLARENCE HARVEY.

#### AMUSEMENT NOTES.

Last two weeks of "Iolanthe."

"The Silver King" is playing to crowded houses.

Mary Anderson closed a successful engagement Saturday, and the "Countess Du Barry" will be played this week at the 5th Avenue Theatre.

"Fritz" leaves Haverly's for the new Cosmopolitan Theatre, which has been lately remodelled at a cost of over \$30,000.

The "Parisian Romance" is having a steady run at the Union Square.

Madison Square Theatre has been fortunate in its selection of plays, and "Young Mrs. Winthrop" will probably enjoy a long life.

"Her Atonement," a new American play by Anson Pond, was presented at Haverly's last Monday.

A change of bill at Booth's is announced, and "The Corsican Brothers" retire in favor of "Monte Cristo."

—) THE (—

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(Copyrighted Feb. 9th, 1883.)

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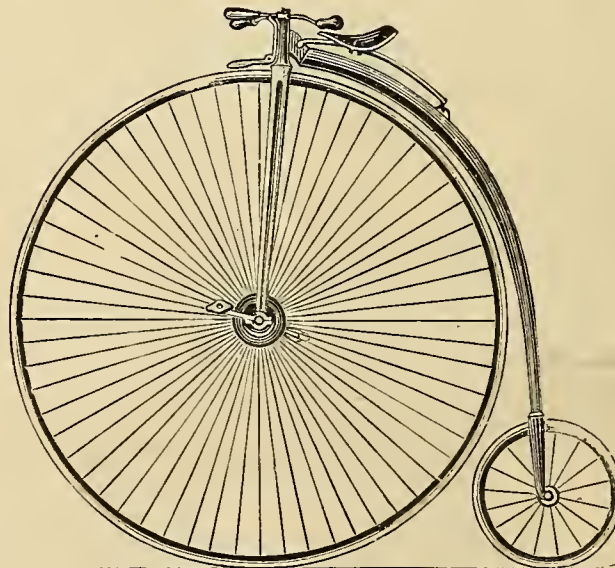
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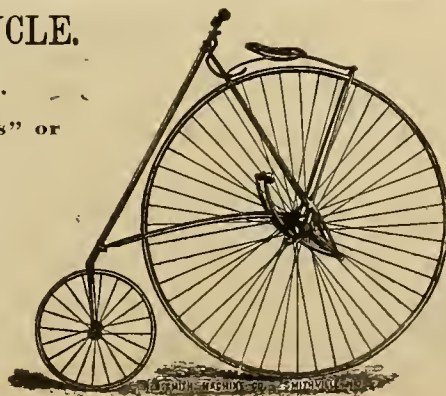
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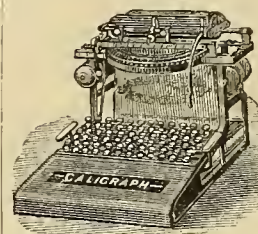
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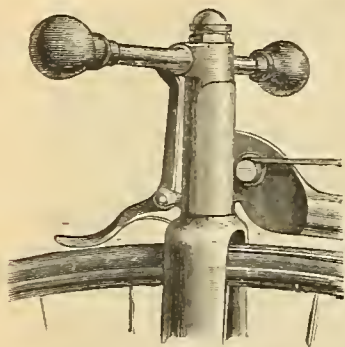
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