

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE CYCLISTS TOURING CLUB IN AMERICA.

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WHEEL GOSSIP.

The League Meet is progressing finely.

The arrangements are being pushed vigorously by the various committees, and the weekly meetings are fully attended.

It is hoped that Wheelmen throughout the country, who intend to be present at the dinner, will send their name to Mr. W. A. Bryant, 12 Maiden lane, and secure their tickets, which will cost \$2.50 each. Money may be sent either by check or money-order. The tickets are to be very handsome souvenirs of the Meet. They are engraved by the Homer Lee Bank Note Company, whose reputation for fine work is well known.

Wheelmen from the West, are advised to take the Erie or Pennsylvania Railroad, as the barges will remain at those piers in Jersey City, until 12 o'clock, Monday, May 28th. They will then be towed up the North river to Fifty-seventh street, where they will remain until after the parade, after which they will return to their positions in Jersey City. Wheelmen who wish to remain over, can leave their machines in the storage tent after the parade. At the depot, members of the Reception Committee, will receive the visitors, and direct them to where the barges will be stationed. The League stencil sign will be extensively used.

The business meeting will be held in the morning at the Riding Hall, 214 East Thirty-fourth street, at 10 o'clock, which is accessible by the Third avenue surface and elevated railroads. In order to facilitate business, clubs whose entire active membership are members of the League, should embrace the privilege of voting the full membership by delegates. Rule 9, of the L. A. W., reads as follows: "Fifty members shall constitute a quorum. Each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs whose entire active membership has joined the League, may choose by ballot one member of their club as delegate for each ten members of the club, or fraction thereof, to represent them at the annual meeting; and these delegates, upon presentation of credentials, may



"What's the size of your calf?"
"I did not stop to inquire."

cast ten votes, or as many votes as are provided for in his credentials, and no delegate shall cast more than ten votes." As many important matters will come up for action, this will, undoubtedly, be the quickest way of disposing of the business.

Secretaries of clubs would confer a favor by notifying their members of the approaching Meet, ascertain how many intend to come, and by what route, and report the fact to the Chairman of the Reception Committee, Mr. Fred. G. Bourne, 25 West Twenty-third street. The New York men will receive all who notify them, but it is not possible to be at all the various points at the same time. By bearing this in mind it will save confusion.

The following list of hotels have been made up and is now complete. Those who wish to locate near the business portion of the city, are recommended to engage rooms at either the Astor House, Cosmopolitan, or Grand Central Hotels. The headquarters are in the immediate vicinity of the Grand Central depot:

EUROPEAN PLAN.—UP-TOWN.—Grand Union (Headquarters). Forty-second street and Park avenue, 100 rooms, at \$1.00 per day; St. Cloud, 1464 Broadway, 150 rooms, at \$1.00 per day; Rossmore, Broadway and Forty-second street, 100 rooms, at \$1.00 per day; Putnam House, 367 Fourth avenue, 75 rooms, at 50 cents per day;

Sturtevant, 1186 Broadway, 150 rooms, at \$1.00 per day; Coleman House, 1169 Broadway, 150 rooms, at 1.50 per day.

DOWN-TOWN.—Grand Central, 673 Broadway, 200 rooms, at \$1.00 per day; Astor House, 225 Broadway, 150 rooms, \$1.00 per day; Cosmopolitan Hotel, 129 Chambers street, 100 rooms, at \$1.00 per day.

AMERICAN PLAN.—Metropolitan, 582 Broadway, at \$3.50 per day.

FOUR TIMES ONE ARE THREE!

To the Editor of the Wheel: It is my earnest desire always to be civil to everyone. Even when an editor mistakably applies to himself, and publicly denounces, as if it were formally addressed to himself, a remark which I have casually made to him in a private note, and which I intended for the censure of some one else, I feel bound to set myself right with him, and to publicly express my regret at having been the means, however blamelessly, of giving him offence.

Assuming that you accept this apology of mine as satisfactory, I also assume that your own sense of justice will prompt you to allow me sufficient space in your paper for showing its readers what I really meant by requesting you to "kindly kill the idiot" who wishes to make the general public believe that "the fourth annual Meet" is "the third." That request, as you know, was hastily scrawled at the foot of a postal-card addressed to the editor of the *Amateur Athlete*, and containing a brief addition to the "boat-race fixtures" in that paper; and if I could have anticipated that my careless indulgence in a jocular remark, "couched in language more forcible than elegant," would cause such misapprehension, I most certainly should have refrained from such indulgence. In case I hereafter supply any facts or announcements for either of your papers, therefore, I will try to profit from this sad lesson and "stick strictly to business;" or, if I do venture to ease my mind by any casual by-play, I will be careful to label it in due form: "N. B. Private and Confidential. This is a joke."

Now, then, after this preface, I wish to assure the readers of *THE WHEEL* that the "idiot"

whom I privately requested the editor of the *Amateur Athlete* to slay in my behalf (because of his unpardonable perversity in proclaiming anew that "four times one are three"), is not yourself, even though you are the Chairman of the Press Committee, and even though you did in that capacity prepare the advertisement whose want of mathematical accuracy seems so deplorable to the scientific mind. No! The unfortunate being in question belongs to Boston; and in giving some "Advice gratis for Chicago" in the *Bicycling World* of May 12, 1882, p. 322, I spoke these words to him: "Let me relieve my conscience at the outset by protesting against the absurdity of calling the Chicago celebration of May 30th the 'second' annual Meet. I was angry last year when I saw the Boston Meet designated as the "first" on some of the programmes; but I didn't suppose there was any chance that the blunder would be perpetuated. The Newport parade of 1880 was, of course, in truth the first, and the later ones should be enumerated in proper order from that. Even if the League had not been organized until after that parade was ended, the Meet of 1881 should have been called the second, and not the first, because the Newport Meet was managed by the self-same men who had assembled there to form the League; but, as a matter of history, the League was formed in the forenoon, and the procession was conducted by its officers in the afternoon. Hence, the most extreme stickler for technicalities has no pretext for pretending that the first Meet was not the League's own in very truth. Inasmuch as all such societies and institutions have a natural desire to be thought as old as possible ('constructive' birth, and downright falsifying of records being sometimes resorted to for the sake of commanding 'the dignity of age'), I can hardly imagine why any friend of the League should desire thus to belittle its reputation, and pervert the truth of history as to bicycling in America. I prefer to think that it originated as a 'clerical error,' or 'typographical mistake,' rather than in the superlative silliness of some Boston infant, who designed to do a smart thing by libelling his own birthplace as the birthplace of the League. Chicago men, however, have no motive for encouraging inaccuracy or folly, whichever it may be; and I want the lie nailed right here. The Chicago Meet is the League's *third* annual Meet, and, if I find anybody there to deny it, I shall feel obliged to pull out my horse-pistol, and convince him of his error. Hear me!"

As a matter of fact, I threw away my horse-pistol soon after reaching Chicago, because, on the one hand, the managers of the Meet there, hastened to assure me of their regret that my exposure of and protest against the Boston trick had appeared too late to prevent its repetition by their own printers; and because, on the other hand, neither the originator of the trick, nor any authorized representative of him, had the hardihood to step down into the arena and attempt any public defense of it. My challenge has never been accepted. The trickster of 1881 has never ventured to reveal himself as the promulgator of the pretense that the Boston Meet of the League was its first meet, or to apologize for the false announcement as a mere mistake of the printer. Am I not justified then, in applying the term "idiot" to a person who publicly proclaimed that "four times one are three," but who will not attach his name to the proclamation, or offer any

reasons in support of the truth of it? Does not such an idiot deserve to be shot at sight, as a "foe of the human race," as well as of the League of American Wheelmen?

So again let the hew-gog sound! And when silence has been thrice proclaimed, I will turn my face toward Boston and shout aloud these words: "If there be any mortal creature who shall deny that I, Karl Kron, did, in the month of May, of the year 1880, visit the city of Newport, in the State of Rhode Island, and then and there ride my bicycle in the 'first annual parade of the League of American Wheelmen,' that creature is either an idiot, who ought to be killed or caged, or else he is 'a liar and a villain, who lies knowingly, wilfully and with naked intent to deceive.'" Yet, if that Newport Meet was "the first," the Boston Meet of May, 1881, must rank as the second; the Chicago Meet of May, 1882, as the third; and the approaching New York Meet of May, 1883, as the fourth. From the logic of this simple mathematical statement, the same mind can make no appeal. If there are any existing persons who wish to publicly kick against it, or against me for calling such conduct "idiotic," I most cordially invite them to meet me, on any midnight which they may designate as most convenient, at the brink of the big fountain in the center of Washington square. The water is deep, my friends, the park keepers are muscular and obliging, and death by drowning is apt to be less painful and prolonged than by the shot from a horse-pistol.

In all seriousness, however, and with entire good nature (for I am sure, now, that I have made clear to you what I was really driving at when I hastily penned the postal-card which you so sadly misinterpreted, that you can cherish no resentment on its account), I appeal to you as a New Yorker, who may be presumed to wish well by other New Yorkers, to use your authority, as Chairman of the Press Committee, in having justice done to Messrs. Monroe and Putnam and the other good fellows of the New York Bicycle Club, who conceived the idea, three years ago, of inviting the other Wheelmen of America to meet them at Newport. Though it is probably beyond the power of anyone to "kill the idiot" who has attempted to suppress this fact—because shame must either have killed him already, or else must compel him to conceal his identity till the day of his death—you certainly do have the power to kill the idiom itself, instead of passively helping to perpetuate it. All that is needed is that you should order the truthful word "fourth" to supplant the lying word "third" in every official-printed allusion to the coming Meet. There will be no danger, when you have thus corrected the mistake, that the manager of future years will repudiate your decision and return to the original Bostonian error. Truth and justice are unchangeable, whether in small things or in great, and the obligation of obedience to them cannot be increased or lessened by any claim of place or time or circumstance. If this month's Meet were appointed for San Francisco, the manager thereof would be bound to designate it as "the fourth," if they wished to be accurate, just as much as the actual managers of the Meet in New York are so bound. Yet, human nature being what it is, the latter managers seem, as it were, under special bonds to tell the truth this year, because by tolerating the false word "third," they will do all in their power to suppress the fact that the League, though it now parades in New York for the first time, was brought into being by citizens of New York, some three years ago, on the pleasant island which serves as a summer home for so many New Yorkers. Bostonians assisted creditably at the birth of the League, but their city, though it may be called the centre of American bicycling as well as the hub of the universe, is not in fact the birthplace of the League, nor even the scene of the first

legitimate annual parade of the League. To Newport belongs both of those honors; and no amount of persistence in a wrongful enumeration on the League's annual programmes can alter the facts of history. The error of the Bostonian printer of 1881, whether it represented unaccountable carelessness or unfathomable vanity, would have been corrected last year, if the Chicago men had appointed it in time; and I sincerely trust that no false pride in preserving an appearance of consistency to a lying model, will this year prevent the Chairman of the Press Committee from doing justice to the New York Bicycle Club of 1880, by proclaiming that "four times one are four." KARL KRON.

WASHINGTON SQUARE, May, 1883.
(To be continued.)

HORSES AGAINST BICYCLES. The six-day race for \$2,000, horses vs. bicycles, between Charles Leroy on horses and John S. Prince, the twenty-mile champion of America, and William M. Woodside, champion of Ireland, on bicycles, began Monday, at the Casino, Boston, Mass. The horseman has the use of as many horses as he chooses, and the bicyclists are to relieve each other at intervals. The race is to be run from 12½ to 10½ each day. At 10½ the first day the score stood: Horses, 170 miles; bicycles, 164 miles. On Tuesday Leroy fell during the fourth hour and dislocated his shoulder; Francis M. Ware took his place, and at the end of the day completed 303 miles. Prince and Woodside rode well, and increased their score to 312 miles.

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.

- MAY 3.—Regular monthly meeting of the Albany Bicycle Club.
- MAY 5.—Two Mile Race, Polytechnic Athletic Association of Brooklyn, Spring Games.
- " 12.—One Mile Race, Crescent Athletic Club, Spring Games on M. A. C. Grounds.
- MAY 17.—Fourth and last social evening of the Pennsylvania Bicycle Club.
- " 19.—Four Mile Race, Staten Island Athletic Club, Annual Spring Games.
- MAY 23.—Race Meeting of Harvard Bi. Club, at Beacon Park.
- " 26.—Two Mile Race, Inter-Collegiate Athletic Association, Eighth Annual Field Meeting.
- MAY 28.—Third Annual Meet, League of American Wheelmen.
- " 30.—One and Five Miles and 100 Yards Slow Races, Pullman (Ill.) Athletic Club, Annual Spring Games.
- JUNE 2.—One, Two and Five Mile Races, National Association of Amateur Athletes of America, Eighth Annual Meeting for the Amateur Championship of America.
- JUNE 2.—Championship of the League of American Wheelmen; distance, one mile.
- JUNE 9.—Annual Encampment of Champion City Club.
- JUNE 12.—Annual Meeting Citizens' Bi. Club.
- JUNE 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.
- SEPTEMBER 18, 19, and 20.—Three days' camp and tournament at Springfield, Mass.

CLOSING OF ENTRIES.

- MAY 5.—Entries close for one mile bicycle race, handicap. Gold medals to first and second, and silver to third. Fee, 50 cents. To Charles McDougall, Jr., Secretary Crescent A. C., 128 West Forty-fourth street, N. Y. Games, May 12th.
- MAY 12.—Entries close for four mile bicycle race. Fee, 50 cents, Staten Island A. C. Games, May 19th.

MAY 13.—Entries close for one-half, one, and three mile bicycle races open to college men, and one and five mile races open to all amateurs. Prizes to be silver cups, gold and bronze medals. To F. W. White, Secretary Harvard Bicycle Club, Holyoke buildings, Cambridge, Mass. Meeting, May 13th, at Beacon Park, L. A. W. rules to govern all contests.

MAY 19.—Entries close for two mile bicycle race. To B. W. McIntosh, Secretary Inter-Collegiate A.A. Address P. O. Box 442, Princeton, N. J. Games, May 26, 1883.

MAY 23.—Entries close for one and five mile bicycle races, and 100 yard slow race. Fee, \$1.00, returnable to actual starters. To F. B. Aspinwall, Secretary Pullman (Ill.) A. C. Games, May 30, 1883.

MAY 26.—Entries close for one mile bicycle race for championships of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred Jenkins, P. O. Box 444, N. Y. Championship Games, June 2d, open only to members.

MAY 26.—Entries close for two and five mile championship of America, open to all amateurs. Entrance fee, \$2.00, for each and every event. To Gilbert H. Badeau, Secretary N.A.A.A.A., P. O. Box 3478, N. Y. Games, June 2, 1883. Gold, silver, and bronze medals.

MOUNT VERNON.—At the annual meeting of the Mount Vernon Bicycle Club, held Thursday evening, April 26th, the following officers were elected: President, Arnold E. Fauquier; Captain, Frank T. Davis; Secretary and Treasurer, Philip H. Lucas. The club have adopted a uniform of dark-blue, with naval cap and black low shoes.

Very truly,

PHILIP H. LUCAS,
Sec'y.

THE WHEELMAN FOR MAY.

The *Wheelman* is a unique enterprise. No sport ever had such an able representative as bicycling possesses in this excellent periodical. The tasteful cover, the splendid illustrations, well drawn and well engraved, and the articles themselves, rank the *Wheelman* with our best magazines. There is a breeziness, an out-door air about the contents which is refreshing and delightful. It takes the reader from the crowded city, away from business and care, into the open country. A perusal of its pages will make the reader, if he is not already a wheelman, long to join the ranks of those who stride the "silent steed." Though the wheel is woven into its many articles, stories and poems, they are interesting to those who are not fortunate enough to ride a bicycle; it opens up a new and fresh field of charming literature.

The May number of this journal opens with "A Summer Ramble among the Black Hills," with appropriate illustrations of scenery and incidents among the mountains. The writer graphically describes the wild "coasts" down the steep grades, the magnificent scenery along the road, and the race with a train. It is such articles as these that prove the wheel to have a literature of its own. "The Citizens' Trip to Boston" is also well illustrated and full of interest, as showing phases of life among bicycle clubs. It relates in a light, pleasant style the excursion of the Citizens' Bicycle Club to Boston, where they were entertained by brother wheelmen, with whom they had many delightful runs through the country around the "Hub." The bicycle serial, "A Shadow Love," is continued, and is an entertaining piece of fiction, having a really fine plot thus far, and containing some very good characters. "Rings" is a charming example of poetical prose, a fancy sketch of the pictures that a day-dreaming

wheelman sees in the rings of smoke that rise from his cigarette. It contains two choice bits of verse woven into the reverie. "The Political Power of the L. A. W." puts very concisely and clearly the real power and strength of this national association of bicyclers. "A Flying Dutchman" is concluded a little too soon, we think, for we had hoped for more of this bright, lively story. "Winter Wheeling" gives Karl Kron's experiences while riding four hundred miles during the past winter. "The Choice of a Tricycle," practical hints on the construction of three-wheelers, and "The Bicycle Co-efficient of Safety," a scientific discussion and demonstration of various points connected with curve riding and tensile strength, are of especial interest to wheelman. We can but mention "Songs of St. Louis Wheelmen," "Capt. Hardrider's Five Mile Run," a humorous sketch in a very agreeable style, and "A Summer Day on Pine Lake." The "Trio of Sonnets" are good, and the "Welcome to May" is delicate in fancy and melodious in verse. In the "Contributor's Department" is a description of an electric tricycle exhibited recently in England, besides other short notes on various subjects. The editorial on the "Utility of the Bicycle for Public Service" is worthy of careful reading. This number is particularly full of wheel news, and contains many interesting items of bicycling in France, England, Germany, New Zealand, and other foreign countries. The book reviews of recent issues from the press are ably written.

CORRESPONDENCE.

A PROTEST.

BOSTON, April 25, 1883.

Editor of the Wheel: Will you please do me the favor of not using my name in connection with the trouble between Mr. Dalton and myself until the matter is settled in the courts. This loud paper talk about making ruffians sick, etc., is all nonsense. I am a responsible tax-payer and he has the best of it, I think, in that direction, as he does not appear like one to me.

Please let the matter drop until you hear both sides, and I think I am not asking too much. Mr. Dalton knows where to find me, and I am only too anxious that the thing shall be settled. I think I have received abuse enough,

Yours respectfully,

H. F. MILLIKEN.

AN L. A. W. REPRESENTATIVE OUT WEST.

Editor of the Wheel: After a week's stay at the city of this Golden State, I have to report a very good time. As at Los Angeles I hardly needed an introduction, I accepted an invitation, and was present at the monthly meeting of the S. Bi. Club, and had a very pleasant time talking over bicycling matters, after the business of the evening was over.

My nephew and I accepted an invitation from Mr. N. C. Finkler, to take a ride the following

day through the Golden Gate Park and round via the Cliff House and the Presidia back.

In speaking of this city as being hilly, conveys no idea, whatever; nine-tenths of it is, I might say, hung up as a curtain. Owing to this fact it tends to develop and harden the muscles of the bicycle rider. Our escort dismounted shortly after starting out, and shortened up his cranks to $4\frac{1}{2}$ inches, for the reason that he had twisted off so many cranks in mounting grades before, that he did not want to damage the wheel he was riding, as it was borrowed. Just think of it, my Chicago friends, who have no hills to develop your calves. I did not shorten the $5\frac{3}{4}$ cranks of my old Royal C., and did not twist them off either. I must repeat, however, a compliment we received, viz., that "we were the best hill-climbers our escort had met outside the membership of his own club." We will ever hold in memory not only the hill climbing but the delightful coasting. The one especially from the Cliff House running east. It must be at least two miles long; one continuous coast. I never before approached so near to a two-minute gait.

A fifteen-mile ride, fraught with pleasure the entire distance, and ridden between 9:45 and 12:30, terminated at the Windsor House. Feeling convinced how lacking of interest my communications must be, I resort to brevity as a redeeming quality.

RUEDA.

SAN FRANCISCO, Cal., April 16, 1883.

THE PROFESSIONAL TOURNAMENT.

Editor of the Wheel.—At last Chicago is to have a *bona fide* six-day—twelve hours a day—Professional Bicycle Tournament, commencing May 21st, and ending May 26th. The building in which the race will take place, is the best in the city, for the purpose—Battery D Armory, near the Exposition Building. Great preparations are being made to insure it a success in every respect. The management is in proper hands, and people can visit this race with the assurance that no hippodroming will be on the bills. Frank E. Yates has been chosen referee and manager, and says: "That for *once* there will be a square professional bicycle contest, or else there won't be any." The riders will, probably, include the best long-distance wheelmen and wheelwomen in the country; and extensive preparations are being made to insure a grand contest, and financial undertaking.

The race is open to all. Ten dollars entrance fee; riders are to receive fifty per cent net receipts, divided as follows: forty per cent to first, thirty to second, twenty to third, and ten to fourth. Money received for entrance fees to be used for the purchase of championship emblem, and presented to the winner.

The time is the best that possibly could be chosen for such a race, as the great World's Railway Exhibition will be inaugurated then; numbers of visitors from all parts of the globe will be in our city, who would like to see the "silent steed" in motion, as well as the "iron horse."

This is a good opportunity for the professional riders to win a name, and many shekels; and, although one of the contestants, at least, will be of the gentler sex, the sterner portion of humanity need not feel the least delicacy in beating her, for they will have to ride fast, and most of the hours allotted for the trial, in order to do it. Mlle. is working hard, and appears in good form.

Yours truly.

REPORTER.

CHICAGO April 22, 1883.

OUR SPRINGFIELD LETTER.

First week out, and no storm encountered, and the bark of the Springfield Tournament sails along gracefully with every sheet thrown to the wind and making forty knots an hour with ease. Our paper is to be a grand success. We have secured nearly fourteen hundred dollars in advertisements, and the first issue will probably be out in about a week, when twenty thousand copies will be circulated all over the United States and Canada. The first issue will use up nearly a ton and a half of paper, and the second will probably consume over two tons. Secretary Fennessy has received, the past week, over one thousand names from wheelmen all over the country, who desire the paper sent them, and over two-thirds of these write that they will be here. In addition to these we have the names of over ten thousand wheelmen all over the United States and Canada, to whom the paper will be sent free; and if there is a bicyclist anywhere in the country who does not receive the first issue, a postal to Secretary Fennessy will receive prompt attention. I think that ere September reaches us we will have the finest bicycle track in the country. The managers of the Park have voted to expend five thousand dollars on it this season, and a high fence will enclose the track in order to keep pedestrians and teams off. Prince and Moore both said, when racing here last fall, that the track was the best they ever raced on, and this year it will be much better, and probably a hard cinder track. Negotiations are now pending to bring Keen, DeCivry (the noted French professional), Howell, and Fred. Cooper from the other side, and the probabilities are that they will all be at the Springfield races. I notice in the last issue of the *Bicycling World*, that their English correspondent speaks of some dark horse making a lap equal to about 2:34. There is no overcoming the fact of its being good time, but Hendee made one lap last week equal to 2:32. Not very bad for April, you know! The same correspondent remarks that English racing men are anxiously watching lest Hendee should contaminate himself with some of our whitewashed "instructors." I wonder what he means? Did he intend, at any future time, to define that sentence? or is it only a paraphrase? The one thousand dollar cup so kindly offered by the Pope Manufacturing Company, and which will be raced for here for the first time at our tournament, is the subject of much inquiry and discussion, and will, no

doubt, serve to bring many good riders in competition. The cup is to be known as the Pope Challenge Cup, and must be won three times by one man before any one can become its possessor. The cup itself is to be a magnificent thing, made of solid gold, and the design is said to be the finest ever made for a challenge cup. The club feel very grateful to Col. Pope for his generous aid, and the large predominance that the "Expert" holds in the club goes further still to show depth of our appreciation.

There is a story going the rounds now (and I think the foundation is solid) to the effect that ten bad young men (members of the S. B. C., of course) instead of going to church last Sunday, as is their wont (?) went up to South Hadley Falls on their wheels with horrid short pants, you know! And as there happened to be a female seminary directly opposite the hotel where they lunched, these bad (?) young men went in for a lark, after first discovering that many pairs of opera glasses, with bright eyes behind them, were looking from all the windows; and occasionally a lace handkerchief fluttered for an instant, and then disappeared, only to return again at some other window. And, of course, while this performance was progressing finely, the boys were bearing up their end nobly—the result! Matron discovers the whole thing: comes out and catechizes the boys, who immediately disappear like chaff before the wind, and she patrols the piazza until the last one has disappeared in the distance. The final result!—Will let you know in my next.

No report yet, as to the result of the L. A. W. elections, and quite naturally, of course, we anxiously await some news. The report has been current here several times, that Mr. Hill had the C. C., but I don't propose to believe it yet awhile, because "Percy" would smile if I should lose faith. But never mind; if my esteemed friend Percy comes to Springfield next September he will have the best that Springfield can afford, and nothing would give me greater pleasure than to grasp him by the hand and give him a cordial welcome to our beautiful city.

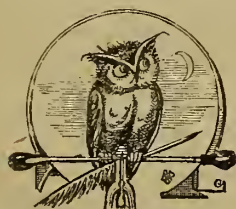
We are in receipt of a photograph of the Montreal Bicycle Club this week, and it now adorns our club-room walls, and, without any exception, I think it the best I ever saw. Mr. J. D. Miller, the Honorable Secretary of the club kindly presented it to us, and has the hearty thanks of all our members.

Our second week out, and the bark known as the Springfield Tournament continues to sail gaily along with but few obstacles to impede its progress on its perilous journey. The past week has brought us little, save encouraging words from all sections of the United States, and letters continue to come in from wheelmen everywhere, informing us of their intention to be here in September. Our paper has just been put in the press, and will be ready now in two or three days. I saw a rough proof yesterday, and was, indeed, very much surprised to find so much interesting reading. It contains but little that is not interesting to wheelmen, and that it will be a great success, I feel assured. There may be

some delay in having it mailed, as I am informed that a copy will have to go to the Postmaster-General for his approval, before we can have it properly registered. Secretary Fennessy has received from the Racing Board of the L. A. W. a letter informing us that the \$1,000 Pope Cup, to be raced for, here, at our tournament, next September, will be the authorized twenty-mile championship of America. I think this is as it should be, because no more suitable trophy could possibly be obtained, and, if I am correctly informed, there is, at present, no authorized twenty-mile championship of America. The Racing Board of the L. A. W. have our hearty thanks for their successful efforts in our behalf. The Overman Wheel Company, of Hartford, have just come forward, with their usual generosity, and given this club, unconditionally, a Victor Rotary Tricycle. This machine is to be made especially for our tournament, and is to cost \$500. Mr. Overman informs me that it will be, when completed, the best tricycle ever made in the world; it is to have pearl handles, and everything else that will tend to make it a perfect machine, both in looks and in reality. This machine will be offered as one of our prizes in an amateur race; although it is not decided yet, which. Strenuous efforts are now being made to have the five and ten mile race of the L. A. W. championship held here. I think both of these are now held by Gideon, of Philadelphia, and I see no reason why it would not be in order to have them both here, together with the twenty-mile race. If they are held here, there is not a particle of doubt but that a much larger number of people will witness them, than if held somewhere else; and it would seem that, for point of purpose, no better place than Springfield could be selected, particularly this year. All of our Springfield wheelmen have been greatly excited the past week over the action of the City Council, who have been trying to pass an ordinance to the effect that every bicyclist shall dismount from his wheel every time he is requested to do so by anyone who is driving a horse, or be fined twenty dollars. Now this is a bright note, isn't it? We have at least a dozen old fuss budgets in the city who have tried a great many times to run wheelmen down, and they have succeeded two or three times. Now these noble patriarchs will delight every time they meet a bicyclist and they will, no doubt, make it exceedingly interesting for us if the ordinance should be passed; but I am much pleased to inform you that the ordinance has not yet been passed, and just as soon as this thing reached our ears, our consul was on hand, and informed our intelligent city fathers that perhaps it would be well to look up the law a little before attempting to pass it; and as action was to have been taken on it last Monday night it was postponed, and a committee of two aldermen appointed to investigate, and report at the next meeting. I presume that as long as the world continues to move, we will find men narrow minded enough to think that everything that has a tendency to frighten vicious and ill-trained horses, ought to be kept from the highways. And many look upon the bicycle as a

nuisance that ought to be suppressed. It has been illustrated a great many times that men who own horses, and have the means to support them, are quite apt to forget that others have just as much right on the highways as they have, and the writer remembers very well of an instance last fall, when the hoggishness and contemptible narrow-mindedness of one particular man was very well shown, but to little purpose. I was out in the country, spinning gaily along, and enjoying myself hugely, after being cooped up in an office all day, and was thinking of the many and varied pleasant emotions to be derived from a run of this kind, when suddenly I saw coming toward me a horse and carriage containing a gentleman and two ladies. The horse seemed to pay no attention to me, until within about fifty feet, when suddenly he stopped and kicked around furiously. I dismounted at once, laid my machine down carefully, threw my coat over it, and saw at once there was trouble ahead. I started as fast as I could go toward the horse, who had by this time become unmanageable, but had hardly gone a dozen feet when the horse made a desperate plunge and came toward me at a furious gait. I grabbed him, and was dragged along about thirty feet or so; and then others came to my assistance, and finally we secured the horse and quieted him down, and when the gentleman (?) alighted from the carriage he swore terribly at me; called me a d—d cur, and said I ought to take my blasted bicycle in the woods, where it properly belonged. Well, this was requiting my kindness with a vengeance. I had saved him from a bad smash-up, and had got badly bruised up in consequence, and the only thanks I received was a good cursing because I rode a bicycle. I did not return his many compliments, because I had more respect for the ladies who were with him than he seemed to have. So I said nothing, and when I got on my machine again I was a sadder but a wiser man. Now, I think this a fair illustration. This man was no countryman, but belonged to this city, and is a prominent member of one of our prominent churches. But one thing he has never learned, and that is good manners, which, in my judgment, is far more essential than the reputation of driving ill-trained beasts. LIGGINS.

Springfield, Mass., April 30, 1883.



"Campanini" Newman is now sitting on the anxious seat with Harry Jones, waiting for his machine to arrive from England.

"Chic" is the proud possessor of a new uniform, which displays, to perfection, the Apollo-like symmetry of his manly form. I am astonished that your Springfield correspondent should accuse him of being engaged for the wet nurse to

the Elliott children, and I am authorized to state that he is neither engaged or open for any engagements in the line of a lacteal dispensary.

The day draweth nigh when the bicycler of the L.A.W. shall gather himself together and astonish the tribes of Gotham by his war-like array. There shall be much gadding about, much glory and beer, and great shall be the wailing and gnashing of the equine owners.

I saw "Artie" on Broadway, disguised in a high hat, one day last week.

I understand that the Citizens' don't intend to let the New York Club out-do them, and they have leased the "Dakota" at Seventy-second street and Eighth avenue. This will make a neat club-house for the Citizens', and will about accommodate their increasing numbers. The building is twelve stories high and covers a block of ground, but I understand that Consul F. G. Bourne, who runs the same, has reduced the rent to the Citizens', so that it only costs them \$187,496.16 per year. It was found that a twelve-story building was necessary to lodge Doc's machine.

Sterry and Egan, are now known as "Ye Statoots," and frequently indulge in the war-cry of the order, which, to the uninitiated, sounds like, "Come round in the morning."

Esterbrook, of the Bostons, has joined the Ixions.

I notice among the candidates for admission to the "C.T.C.," as published in the last *Gazette*, the name of Wing Ho Wong. Verily, verily! Great is the power of the "C.T.C.," and it must prevail.

I hear that we are at last in possession of a lady tricyclist. Sec. Adams, of the New York Club, and his wife, being now riders of a Coventry sociable.

Spring! Spring! when will you lay aside the ulster of winter, and allow a poor bicycler a chance to ride without his sealskin liver-pad?

The utility of the bicycle as a vehicle of both pleasure and profit, can no longer be doubted, since it has been adopted by the "Knights of the Jimmies" as a means of transporting them to and from their nocturnal entries into rural bank vaults.

My friend, Brainless de Billy-goat, of the Anglo Dude Club, was out on the road Sunday, and attempted the feat of running over a yellow dog, without stopping to see whether the canine was injured. Since he has been able to walk, however, he has been thoroughly *sub-dude*.

Again have all bicyclers to look up to the culture and ability of Boston, in a bicycling sense. Mr. B. E. Woolf has written a comic opera called, "Pounce & Co.," in which he has introduced a bicycle club, consisting of Capt. Spoke, Phillip Tyre, and Reginald Hubbe. The following dialogue is a sample of the remaining trash contained in this comic (?) opera:

Esther (ecstatically)—"Ah! what joy to be a

bicycle rider. What a repose it must be to the weary head to be able to throw all one's thinking into the feet!"

Sylvia (dreamily)—"When I see a daring rider mounted on his fiery bicycle, speeding along over pebbles and across ruts and jolting up and down, I envy him the exquisite illusion that he is enjoying himself. Such touching beliefs in the impossible are, alas, too rare!"

Esther—"Ah, yes! How earnest he looks."

Eleanor—"And how hopelessly sad! A bicycle rider has never been seen to smile. There must be some hidden mystery, like freemasonry, some deep heart anguish that drives an innocent fellow-being to bicycle riding."

Now see here, my dear Percy, I am perfectly willing to testify to the sociability and good qualities of the Newton Bi. Club, because you and others have agreed in saying so, but as I have never had the honor of meeting any of them personally, perhaps my testimony won't go far.

After weeks of waiting, the facts and figures regarding the C. T. C. uniform are presented. These are the results of much hard labor by that prince of hard workers, C. C. Frank W. Weston, whose interest in bicycling has never flagged, and whose presence in the front therein today, is a living exemplification of the survival of the fittest.

What right has your correspondent "F. C." to tantalize your readers by his description of such glorious rides and hospitality, and then refuse to tell the location, especially of that "w-e-l-l."

I am in receipt of the following letter which I desire to publish, so as to promote public discussion as regards the advisability of returning a favorable reply thereto.

ANGLO DUDE CLUB,
New York, April 23, 1883.

To the Hon. OWL, Bird of Minerva, &c., &c.

Dear Sir: We, the members of this aristocratic and too too club, composed of the duest duses of this city, desire to have your intercession in securing for us a recognition in the forthcoming League Meet. On the night of the Mass Meeting called at the Citizens' Club Rooms, we delegated the Chevalier de Lazare to represent our interests, but we are informed by him that his demand for our recognition was met by a reply that no duses were wanted. When news of this outrage was reported at a special meeting of this club, several of our prominent members fainted, and we all had a real good cry over it. One of us girls contemplates challenging our defamers, and I hear that the weapons are to be cigarettes or pea shooters at short range. The very idea of this has all unstrung my nerves, as visions of a fellow club-mate, stabbed through the head with a cigarette, and the (here a word which I think is "mush" has been erased) brains of poor Gussie flowing over his beautiful bangs, appears before my eyes. I have therefore written this appeal to you, to avert what I know will be a really awful tragedy, if we, the duses, are not accorded our proper recognition. Waiting an early reply,

I am Yours, &c.,

BRAINGLESS DE BILLYGOAT,
Masher Plenipotentiary, Anglo Dude Club.



The Official Organ of the Cyclists Touring Club in America.

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

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NEW YORK, MAY 4, 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.

NEW YORK STATE CONSULATE, L. A. W.

21 W. THIRTY-SEVENTH STREET, N. Y.,
May, 1883.

To New York State Members L. A. W.

Gentlemen: To further the interests of the L. A. W. in this State, and to better accomplish its promotion, and advancement, it has been deemed expedient and advisable to organize a State Division, which shall be known as the New York State Division, L. A. W. At the League Meet on May 28th, to be held in this city, will doubtless be convened a large portion of the membership of the entire State. And in view of the difficulty of convening so large number at another time later in the season, it is deemed advisable to hold a meeting for the organization of said division, on the Tuesday following the Meet and Parade. The meeting to be called early in the morning, at nine o'clock, at Grand Union Hotel, 42d street, which will allow those wishing to leave the city by the middle of the day, ample opportunity to do so. The business before the meeting will be the adoption of a Constitution and By-Laws; the election of four Representatives, a Secretary and Treasurer. It is earnestly desired all should be present at this meeting who can possibly arrange to do so, and assist to inaugurate a new departure for this State, which shall result in the advancement of the organization, and ultimate benefit to us all.

Yours Fraternally,
N. MALON BECKWITH,
Chief Consul.

We desire to call the attention of the League members of the State of New York, to the above call for a Division organization. New York now ranks second in its number of League Members, having at the present writing upwards of 300. According to the proposed amendment of Section 4, of the Constitution, that will be offered at the business meeting of the League, this State will be entitled to four more representatives. The amendment recommended at the last officers' meeting, reads as follows:

Sec. 4. Its officers shall be a President, a

Vice-president, a Corresponding Secretary, a Recording Secretary, a Treasurer, Chief Consuls, one from each State, and each State with a membership of fifty shall be entitled to one Representative for every additional fifty members. No State with a membership of less than fifty shall be entitled to a Representative, and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

Each State in which there are twenty-five or more members shall organize a State Division, with a code of by-laws in keeping with the Constitution of the L.A.W. Its Executive Board shall comprise the Chief Consul and Representatives, together with a Secretary and Treasurer, who may be chosen at large by vote of the Division.

In addition to these Representatives, a Secretary and Treasurer will have to be chosen. These nine men will form the State Board of Officers, and will be responsible for the welfare of the League in the Empire State. To facilitate matters, it would be well for those clubs who cannot remain over until the meeting of the Division, to select delegates to represent them, and cast the vote of the club in full. The representatives should be, in our opinion, selected from the bicycling centers of the State, and should be men who have shown by their past record that they accept the office, not merely for the honor and distinction, but for the advancement of the interests of the League. We earnestly hope that the members will give this matter their best attention, and strive to make the New York State Division the leading one of the country.

OUR BOSTON LETTER.

Very little news this week. Plenty of wheeling, but a lack of excitement. Boston has settled down into the plodding, every-day riding of the year, leaving the excitement of spring riding in the background. We shall have a little flurry soon, however, for the tricyclists are to have a mammoth grand Meet and run of twenty men at the Reservoir next May. Stall will be there, squatting on a fifty-inch Victor Rotary, and rushing around in his usual style. Burt will be present with his stud of trikes. Dean and Parsons, Snell, Dyer, Williams, Bassett, Gilman, and all the b'hoys will be out, and the whole affair promises to be a very swell Meet.

A new house is to open in the city next month. W. W. Stall will be the head of the house, with a certain gentleman, well known as a bicyclist and tricyclist, will be the Company and back the enterprise. The firm will run the Sanspareil as their bicycle, and the Victor Rotary for a tricycle. Success to them!

Harry Tufts, the ex-champion, jealous of the renown our Boston riders are gaining, has challenged Wilmot, or any other pro., to a fancy contest for the championship of New England, at the Olympic next week. It will be a fine sight to see the two men meet. "When Greek meets Greek," etc.

At the Casino, Saturday night, Burnham won the last heat of a series of ten-mile races, and pocketed the gold medal. Younge contested for

a purse of \$500 with an English jockey on horseback, and got badly left, as the jockey soon ran him clear off his feet; it was plain to the wheelmen present, that Younge, was worthless for any distance beyond fifteen miles.

Prince and Woodside have returned, and are now hard at work on the track, preparing for their race with Leroy. Woody is getting "caught on" to all the girls at the Casino, and is clapped very heartily by the fair ones, when he appears upon the track. I saw Thurber, of the Providence Club, spurring round the track Saturday night. It reminded me of the time when he was the main stay of the Providence racing men in '80.

The main event of this week at the Hub was the tricycle meet and run. About twenty riders participated, and made the affair as complete a success as the weather would allow. Rain, for two days, had made the roads too sticky for an extended ride. At 3:30 the riders began to assemble at Trinity Square. Dean came up on a Coventry; Burt, ditto; Parsons rode in on a Coventry Convertable, accompanied by Ruggles, of the M. B. C., with his little son seated on an auxiliary seat in their rear. Williams and Dyer, of the M. B. C., were mounted on Nationals, as also was Weston, of the B. B. C. Capt. Everett, B. B. C., and another Bostonian rode up on another Coventry, while an unknown gentleman and his friend supplied the third sociable. Bassett, of the *World*, was riding a Coventry "single"; McClure, of the *Wheelman*, a Single Challenge; Shakespeare, of Waltham, an 1880 lever Coventry; Corey, of M. B. C., rode in, at the last moment, on a \$200 Apollo; Clark, of the B. B. C., guided a Victor Rotary; Col. Pope and Joy, of the M. B. C., were mounted on Salvos, while E. W. Pope rode a Delta, and Aubin, of the N. B. C., a Harvard. Many other tricyclists were on the ground unmounted. A group was taken in front of Trinity Church, and then an informal ride around the Back Bay followed. Considering the state of the roads the affair was as complete a success as could have been desired, and all credit should be given to the Boston Tricycle Club for originating the meet.

The Bostons attended "Pounce & Co." at the "Bijou" last night in full uniform, and succeeded in mashing the complete chorus. The B. B. C.'s always do up a job brown, from holding a tricycle meet to going to the theatre.

The time accredited Younge at the Horse vs. Bicycle race, last week, is rather a tough fish story. 1-9-55 is a pretty good gait on a six lap track, and I, for one, don't believe it. I am inclined to think there is some mistake, either in the scoring or in the watches.

Woodside and Prince take daily spins, and are getting in fine condition for the Le Roy contest. If the race is run on the square, Le Roy, I am afraid, will get badly left. He seems confident that he will win. Tufts and Wilmot can't seem to agree on the terms of their contest, and the affair is off. It would have been a struggle indeed, and one that would have drawn a good house.

Woodside, while practicing on the Casino bicycle track, on the 29th, was run into by Neilson, the bicyclist, and came to the ground with a crash. Both machines were damaged, and the men much bruised in consequence. PERCY.

COME EAST.

Dear Sir: As the State of Maine has too long had the reputation of being a good country for bicyclers to avoid on their tours, the wheelmen of the city of Portland desire to remove this stigma upon the Pine Tree State; and to this end have projected an excursion through the extreme eastern part of Maine, to be participated in by representative wheelmen throughout New England, that they may correct the present erroneous idea existing as to the attractions held out to wheelmen by the State we have the honor to represent. Our programme is as follows:

Monday, June 18th. Arrival and entertainment of visiting wheelmen by members of the Portland Bicycle Club. At 6 P. M. start for Eastport via International S. S. Line.

Tuesday, June 19th. Arrive at Eastport in the latter part of the forenoon; start at once for Calais, twenty-six miles, taking dinner at Robbinston, half way. Arrive in Calais somewhere about 5 P. M. The remainder of the day can be occupied by a run over the St. Croix river to the town of St. Stephen, N. B. Spend night at American House, Calais.

Wednesday, June 20th. Start for Machias—41 miles—taking dinner at the Allen House in the beautiful village of Dennysville. The road this day is through deep forests and by the shores of many lakes and ponds. The citizens of Machias have extended a warm welcome to the wheelmen, and the programme for the evening is supper, speeches, music, etc., at Eastern Hotel. Spend night at Machias.

Thursday, June 21st. Start for Campobello via Lubec—28 miles—over a fine, hard road. Take dinner at the "Owen," one of the finest hotels on the Atlantic coast. The afternoon will be pleasantly spent in riding over the island, on which there are many places of interest, such as Friar's Head, Glen Severn, etc. Good roads. Spend night at the "Owen."

Friday, June 22d. It is proposed on this day to charter a small steamer, and visit the island of Grand Menan. Grand Menan is a high, rocky island, twenty miles in length, with a hard, smooth road running its entire length. The scenery on this island is grand beyond description. The western side is a wall of rock two hundred feet in height, and many miles in length. The road takes one by farms and fisheries, through woods and along the edge of the bluff, where a fine view may be obtained of the mainland, and out over the Bay of Fundy. The time spent here will never be forgotten. Those who desire to return Friday noon will start for Eastport in time to take the boat at 1 P. M., arriving in Boston noon of Saturday, June 23d. Those who can spare the time are strongly urged to spend Friday and Saturday on this island, return to Lubec Sunday, ride to Machiasport, and take passage on one of the boats of the Portland, Bangor and Machias Line, which takes what is called the inside route to Portland. This line starts at 4 o'clock, Monday morning, and touches at various points on the way up, including the famous watering place of Mt. Desert. This is an all-day sail along a delightfully picturesque coast, and it is earnestly hoped that many will decide to return this way. The boat arrives in Portland Monday evening in time to connect with Pullman train which arrives in Boston early Tuesday morning. Provision for the storage of wheels on this train will be made in advance, and a good night's rest may be obtained in the sleeper.

The ride to Machiasport from Lubec, Sunday afternoon, is rendered necessary on account of the boat's starting so early Monday morning. Sunday night will be spent on board the steamer.

Visitors can leave Boston several ways, and at different times, but we hope as many as possible will start for Portland, June 17th, at 7 P. M., via Eastern Railroad, which will enable them to devote Monday to our beautiful city. Those that cannot start then can do so Monday by trains which leave Boston at 7:30 and 9:00 A. M., and 12:30 P. M., which arrive in Portland at 11:55 A. M., and 12:55 and 5:00 P. M. Those who like sailing can take the International steamer at end of Commercial wharf, Boston, at 8 A. M., and enjoy the all-day sail to Portland, meeting the party when they get on board at Portland. Wheelmen will be met at the trains Sunday and Monday, and conducted to the Falmouth Hotel, the League Headquarters.

LUGGAGE.—Accommodations will be made for the conveyance of hand-bags by carriage, which will enable a change of clothing to be indulged in at different points on the line. As the weather will probably be cool, knit jackets and flannel shirts should be taken.

COST OF TRIP.—The cost of the trip will approximate \$20 for those who return Friday noon; \$25 if they stay over Sunday. Reduced rates are promised on steamboats and at hotels, and the cost may be considerably reduced from these figures, and will certainly not exceed them. All intending participants will be informed of the exact cost on their arrival in Portland, or before.

You are cordially invited to join in this excursion, and you may rest assured that the Wheelmen of Portland will do all in their power to make this a trip long to be remembered. If you decide to be one of the party, please inform us soon as convenient, June 2d at the latest. Also what time you will start for Portland, and if you decide to take in Grand Menan or not.

Messrs. Lamson and Elwell will be with the Mass. Bicycle Club at the annual Meet in New York, and will be happy to give any desired information in regard to the excursion.

All communications will be cheerfully answered by

FRANK A. ELWELL,

44 Exchange street, Portland, Maine.

EASTERN GOSSIP.

Editor of the Wheel: Will you kindly correct a slight mistake that appeared in my last communication to THE WHEEL.

It is Mr. J. H. Lamson, not C. H. Lamson, who will take photographic views on our "Down East" trip. Mr. L. is the leading photographic artist of Maine, and the pictures will be first-class in every respect.

Mr. M. E. Graves, of New York city, passed through Portland, last week. Mr. G. is a member of the Citizens' Club Quartette, and a very pleasant gentleman to meet.

We are making a strong effort, here, to have the railroads that radiate from Portland—Portland and Ogdensburg, Maine Central, Portland and Rochester—join the list so ably worked up by Burley B. Ayers, of Chicago. We are sorry to see Boston wheelmen take so little interest in this matter, especially in the case of the Eastern Railroad, which is the road patronized by

bicyclists on their tours through Maine and New Hampshire. The Boston and Maine has issued orders to their baggage-masters to charge twenty-five cents for each bicycle going over their road. May they be few and far between.

Bangor will send a delegation of wheelmen on the "Down East" excursion. They will join the main body on their arrival at Eastport.

We see that B. B. A. claims, in the *Bicycling World*, that the Canadian tour of the Chicago Bicycle Club will be the first of the kind in America. Our Eastern tour will not cover so long a time, or be so numerous a party, perhaps, but we claim priority of starting, and are confident of a glorious time—weather permitting.

TRANSPORT.

PORTLAND, April, 28, 1883.

[How about the Wheel around the Hub, some years ago?—Ed.]

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.

E. P. Cutler, 15 Oliver Street, Boston, Mass.; W. H. Cutler, Harrison Square, Boston, Mass.; Fred. A. Fielding, 128 Central Street, Lowell, Mass.

NOTICES.

The appointment of Thwing & Co., as C. T. C. Tailors for Boston, is cancelled. New tenders are being received, and a fresh appointment will be made in the next issue of this paper.

During the absence of Consul Howell Stewart in Europe, W. H. J. Smith will act as Consul *pro tem* for Washington, D. C.

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. Sec'y—FRED. T. SHOLES, Cleveland, Ohio.
Treasurer—WILLIAM V. GILMAN, Nashua, N. H.
Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

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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. SHILLABER, 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, 2023 Ridge Ave., Philadelphia, Pa.; GEO. H. STRONG, 252 Market St., San Francisco, Cal.; FRANK E. YATES, 124 Washington St., Chicago, Ill.; ABBOTT BASSETT, 8 Pemberton Square, Boston, Mass.

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

AUXILIARY COMMITTEE.

A. W. FRIESE, Milwaukee, Wis.; RICHARD GARVEY, St. Louis, Mo.; DR. G. L. HENDERSON, Kansas City, Mo.; W. H. MILLER, Columbus, O.; C. D. STANDISH, Detroit, Mich.; GEO. D. GIDEON, Philadelphia, Pa.; JAMES DENISTON, Ellsworth Ave., E. E., Pittsburg, Pa.

CONSULS APPOINTED.

I have appointed the following Consuls for Michigan: Ann Arbor, Junius E. Beal; Big Rapids, Chas. B. Lovejoy; Detroit, W. H. Elmer.

CHAS. D. STANDISH, C. C. L. A. W.

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.

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:

TRANSPORTATION.

Wheelmen of the West are advised that the Chicago & Northwestern Railway, in the Northwest, and the Chicago, Rock Island & Pacific Railway, in the Southwest, are the only roads that have refused to carry bicycles. Their competitors have kindly issued uniform circulars to agents to transport bicycles free.

B. B. AYERS.

Chicago, April 27, 1883.

Northampton Bi. Club.

3638—Joel Hayden.....Northampton, Mass.
3639—Louis B. Graves.....

Smithville Bi. Club—Add.

3640—Thomas R. Finley.....Smithville, N. J.

Columbia Bi. Club.

3641—D. A. Childs.....Columbia, S. C.

3642—G. M. Berry.....

3643—Chas. Cronenberg.....

3644—J. M. Bateman.....

3645—G. B. Green.....

3646—A. K. La Motte.....

Pegannock Wheel Club.

3649—Irring S. Mallett...Box 90, W. Stratford, Conn.

Unattached.

3637—W. R. Reynolds...740 Nassau Street, New York.

3647—J. Van Eps...121 Main Street, Somerville, N. J.

3648—John G. Prouty.....Easthampton, Mass.

Correction.

3561—Albert N. Stanton...2 Courtland Place, Bridgeport, Conn.

TO THE BOARD OF OFFICERS ELECT.

CLEVELAND, April 28, 1883.

Gentlemen: Having received a number of friendly inquiries regarding my candidacy for the Corresponding Secretaryship the coming year, it seems best to take this method of answering them, that there may be no misunderstandings at your meeting in New York, and that ample time may be had to obtain the acceptance of a nomination. The growing requirements of my private affairs make it impossible to give the attention I should wish to League interests; and it is a source of sincere regret that I cannot therefore accept the kindly support offered. The work of the past few months has afforded me much pleasure, and would, could I continue it. As it is, the office shall receive my best attention until May 30th; and I can wish nothing better to a successor than a continuation of the pleasure which has been mine since December 1st.

Sincerely,

FRED. T. SHOLES.

TO THE LEAGUE OF AMERICAN WHEELMEN.

Gentlemen: The next annual meeting of the League of American Wheelmen will be held in New York City, May 28, 1883.

A business meeting will be held in the morning, the parade in the afternoon, and banquet in the evening.

Further particulars will be embodied in a circular to be mailed to each member of the League in a few days.

It is hoped *everyone* will make an effort to be present.

In accordance with advices some weeks since, the application books for the current year will be closed on the evening of May 5th, as any received after that time could not pass through the Membership Committee's hands before the annual meeting.

Sincerely,

FRED. T. SHOLES,

Cor. Sec'y, pro tem.

JUST OUT.

THE WHEELMAN'S SONG.
WORDS AND MUSIC

BY

JOHN FORD.

An original bicycling song and chorus. The composer has caught the *spirit* of bicycling, and breaks forth into song, at once spirited and melodious. The chorus is especially effective. The title page is tasteful and appropriate.

PRICE 25 CENTS.

Published by H. B. HART, No. 811 Arch St.
Sent postpaid on receipt of price.

FOR SALE 52 inch Club, Half Nickle. Has been used but very little. Can be seen at 189 Broadway (R. V. R. Schuyler).

FOR SALE A 56 inch Sanspareil Roadster. Only been run 50 miles. Too large for owner. Address Edwin Oliver, Box 444, N. Y. Machine can be seen at Citizens' Club rooms.

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FOR THE

LEAGUE MEET.

A. G. Carter of No. 4 East 59th Street, N. Y., will furnish

Bicycles

to responsible parties at reasonable prices, for use on the day of the

GREAT MEET.

As the number attainable is limited, early application is advised.

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The wonderful Facile bicycle, after having shown much astonishing work and made the unprecedented record of 214½ miles within 21 hours—this having been done on a 42-inch, by a rider who had never attempted a long ride, was not practiced with the machine, and had only done 20 miles before on the Facile—is now well known and tried in England, and is an assured success there. Having obtained the EXCLUSIVE CONTROL of the Facile for America, the undersigned is now prepared to supply it, and it can be obtained only of him. He offers it to American riders as possessing perfect safety *without* sacrifice, and as being in every respect of utility and material value a BETTER bicycle than any that is now in market. Price of the Special Facile (with hollow forks and ball bearings throughout) will be about \$135. A consignment of "Specials" is in manufacture; but while it is not intended to import to order only, the supply will not at present very largely exceed the visible demand, and orders will take their turn. The cable will be used as needed, yet *promptness in ordering is strongly urged*, and every season finds belated American wheelmen wishing they had heeded such warning in time.

Tricycles.

The celebrated double-steering "Coventry" tricycle, in its three forms—No. 1, Central-Geared; No. 2, for one rider; and the Convertible Sociable, for either two riders or one, which proved the "hit" of last season, also supplied on favorable terms to order only, for the present. Ball bearings throughout, and every known improvement in detail (including Harrington Enamel at a very moderate cost) furnished with these machines. If ordered per cable, tricycles will leave the works in Coventry 14 days (and Liverpool about 16 days) after the order is given to the undersigned.

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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.

SPRINGFIELD BICYCLE CLUB,
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Past Captain, Chicago Bi. Club.

PRICE 15 CENTS.

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THIRD ANNUAL MEET —OF THE— League of American Wheelmen —AT—

New York, Monday, May 28, 1883.

PROGRAMME.

In the morning, the Business Meeting of the League will be held; in the afternoon, the Parade; and in the evening, the Banquet, to which the Mayor and officials of New York will be invited. Full particulars will be published from time to time in the Wheel press.

COMMITTEES OF ARRANGEMENTS.

Parade.—N. M. Beckwith, Chairman, 21 West 37th Street, N. Y.

Storage.—T. C. Smith, Chairman, 40 Warren Street, N. Y.

Finance.—R. Nelson, Chairman, 87 Gold Street, N. Y.

Transportation.—Frank Egan, Chairman, 38 Broad Street, N. Y.

Correspondence and Press.—Fred Jenkins, Chairman, 22 New Church St. (Box 444), N. Y.

Reception.—Fred. G. Bourne, Chairman, 25 West 23d Street, N. Y.

Hotel and Dinner.—W. A. Bryant, Chairman, A 12 Maiden Lane, N. Y.

men, hearty invitation is extended to all wheel-League Members, Clubs, and Unattached.

If you are NOT a League member send your name on a postal card to Fred. Jenkins, Box 444, N. Y., for 16 page programme of Meet, to be issued May 15th.

AMUSEMENTS.

MADISON SQUARE THEATRE. B'way and 24th Street. Every evening at 8:30. Saturday Matinee, at 2. Mrs. Burton N. Harrison's comedy, in 3 acts, A RUSSIAN HONEYMOON.

A picturesque, romantic comedy. Over thirty auxiliaries, retainers, soldiers, ladies in waiting, peasants, etc. Appropriate Russian music, and new scenery by Mazzanovich (by kind permission of Lester Wallack). *** Seats secured daily.

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Chas. J. Campbell, Geo. Olmi, &c.

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Gillette's famous and amusing comedy.
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LYRA BICYCLICA.—FORTY POETS ON THE Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the early wheelmen in America. Cloth, 110 pp. Sent post-paid for 40 cents, by OLIVER & JENKINS, Box 444, N. Y.

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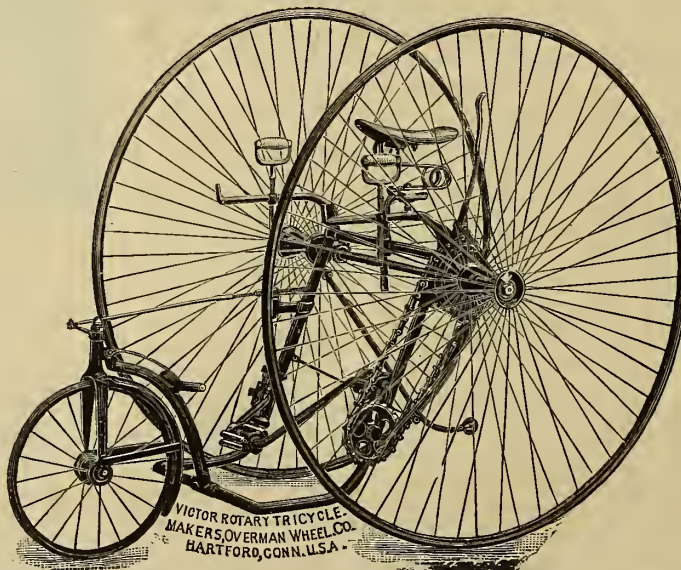
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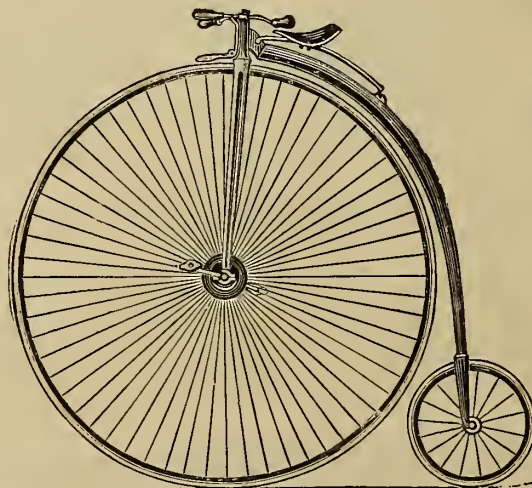
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Send 15 cents for cabinet photo, or 3 cent stamp for 32 page illustrated catalogue.

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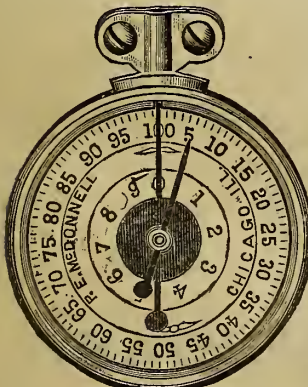
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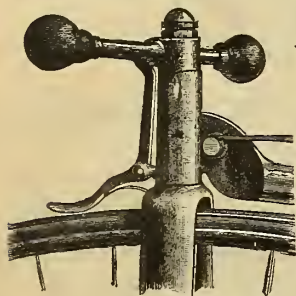
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