

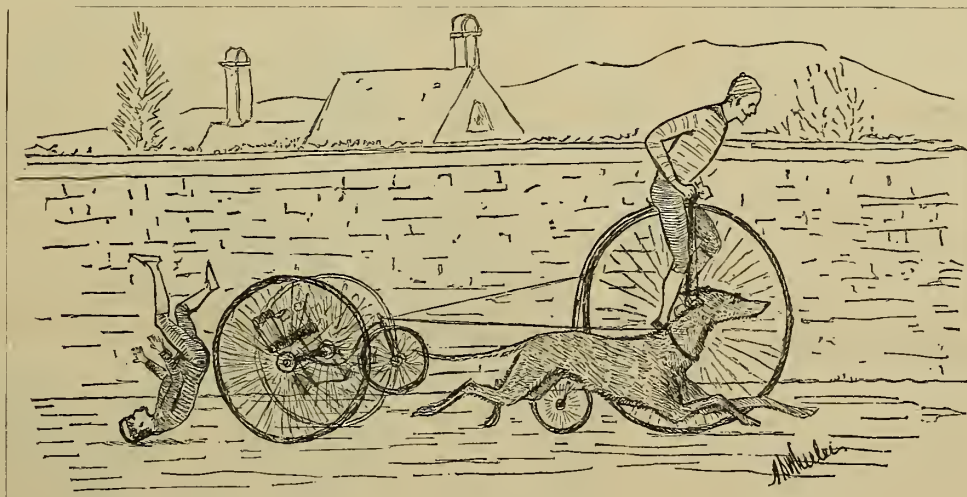
THE WHEEL

A JOURNAL OF CYCLING

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A RUNAWAY TEAM.

WHEEL GOSSIP.

All aboard for the 28th.

Garvey, of St. Louis, is on the way, and will receive his friends at the Grand Union hotel.

The programmes have been very favorably received, and the complimentary press notices are almost, if not quite, enough to make the editor blush. If our subscribers wish any for their friends, we will gladly send them some.

Speaking of the recent encounter between the King of Brussels and a wheelman, the *Telegram* remarks that, "King Leopold, being a potentate of peculiar habits, no one would have been surprised to hear that while riding a bicycle he was run over by a horse. The reverse of this seems to be true, however, and while riding a horse he was run over by a bicycle. Perhaps it would also be reasonable to suppose that the bicyclist was the one who got most injured, and that upon being picked up he was tried, found guilty, and sentenced to imprisonment for life. If it be true that 'divinity doth hedge a king,' the punishment would be small enough. But again common sense is once more outraged by the fact that it was the king who was thrown. As nothing was said about the bicycle rider, the presumption is either that he escaped or that he was pardoned. In Russia he would have been arrested as a nihilist and sent to Siberia. In the United States the thing could not have happened. It is only cabs that run into the President."

The New York men are exceedingly obliged to the "Official Organ" of the League for the generous assistance they have received in the columns of that paper. The many liberal notices and paragraphs of the approaching Meet, have aroused an unprecedented amount of interest in the wheel world.

There is really nothing more to say concerning the League Meet. Every arrangement, even to the minutest detail, has been completed. From present assurances, we expect at least 1,000 wheelmen in line. The dinner is an assured success, over 450 tickets having already been disposed of. The Reception Committee meet tonight to assign positions and receive the final instructions.

Clubs who wish to sit together at the dinner should notify the Chairman of the Hotel and Dinner Committee, as soon as convenient. From the large demand for tickets, we imagine that some of the late ones will find themselves without accommodations at the festive board.

The New York Club are going to show up very strong, we imagine, in the parade, as nearly all their men will ride with the club, and several will ride sociables.

The Imperial Cheylesmore tricycle, imported by R. V. R. Schuyler, is a very handsome machine, and will doubtless find many admirers among the lovers of the club machines.

The League stencils are creating considerable

amusement among the frolickers, and we heard that a prominent wheelman even went so far as to decorate the family cat.

Judging from the *Times-Star*, the western men are coming in force to the Meet. The Cincinnati quartette of buglers have been invited to exhibit their accomplishments in the parade. It also says that "The flag to be carried by the Cincinnati Club at the League Meet will be a very handsome one. The color will be mazarine blue on one side and a canary color on the other. On the blue side will be a large bicycle, embroidered in gold bullion. On the other side will be the word "Cincinnati" in letters cut from blue silk and edged with gold embroidery. The blue background will be decorated with embroidered floral designs put on at random, and the edges of both sides will be handsomely embroidered with the semblance of vines. The three edges will be fringed with gold bullion fringe. The flag will be carried by the President of the Club, Mr. J. F. Meader, Jr."

The League of Essex County Wheelmen will hold their second annual Meet at Lynn, on Wednesday, May 30, 1883. The invitation is neat, and Secretary Adams has our thanks for the remembrance.

The entries close for the championships to-morrow. There will be three races—distances one, two, and five miles. The first race is only open to League members, but there are three medals for the others. We sincerely hope the Eastern

flyers will come to the scratch, and also the Western racers. As the games are only five days after the Meet, it would pay a man to remain over and train. The New York A. C. track, that has been selected, is five laps to the mile, and will be in excellent condition. As the entries close Saturday, we hope there will be a large field of starters.

An exchange speaks of how a wheelman, named C. A. Booth, of St. Louis, Mo., made way with \$2,000 in greenbacks and diamonds. At last accounts, the bicyclist was well under way for Washington Territory, but was finally overhauled and captured.

Tricycling is developing in a remarkable way. The "sociable" is common in all the suburban regions and in many of the great thoroughfares of London. The Prince of Wales' children are often to be seen working this novel vehicle in the grounds at Sandringham. The other day on the coast road, near Deal, I met the Vicar of Wolmer and his wife skimming gayly along the highway, both plying the "treadle" with mutual vigor. Mr. and Mrs. Bronson Howard may be seen almost any day "devouring the highways" of St. John's Woods and Hampstead. I met the genial author of "Saratoga" and his wife doing their eight miles an hour a day or two since on the Finchley road. The machine, they told me, made little or no tax upon their physical strength, and they appeared greatly to enjoy the exercise. Mrs. and Miss Wyndham and Mr. and Mrs. Arthur Stirling, and young Yates, have been, until lately, quite familiar figures in "tricycle trim" along the pretty northern roads of London. Nobody has yet attempted to invade the aristocratic "Row" in Hyde Park on the popular machine, though tricycles and bicycles are plentiful along the encircling roads of both the parks of Hyde and Regent.—*London Correspondent, in New York Times.*

Visiting wheelmen at the Meet, who may find it convenient to have a down-town place of storage for machines, will be welcome to use (without charge) the Facile Bicycle Agency, 15 Park Place, midway between Broadway and the Park Place station of the elevated railroad.

THE COLUMBIA TRICYCLE.

The tricycle, in a generic sense, may be termed a new key to an old lock. For, although three-wheeled velocipedes were constructed long before the bicycle became a success and the popular fascination that it is, yet its modern perfection has made of it a new vehicle.

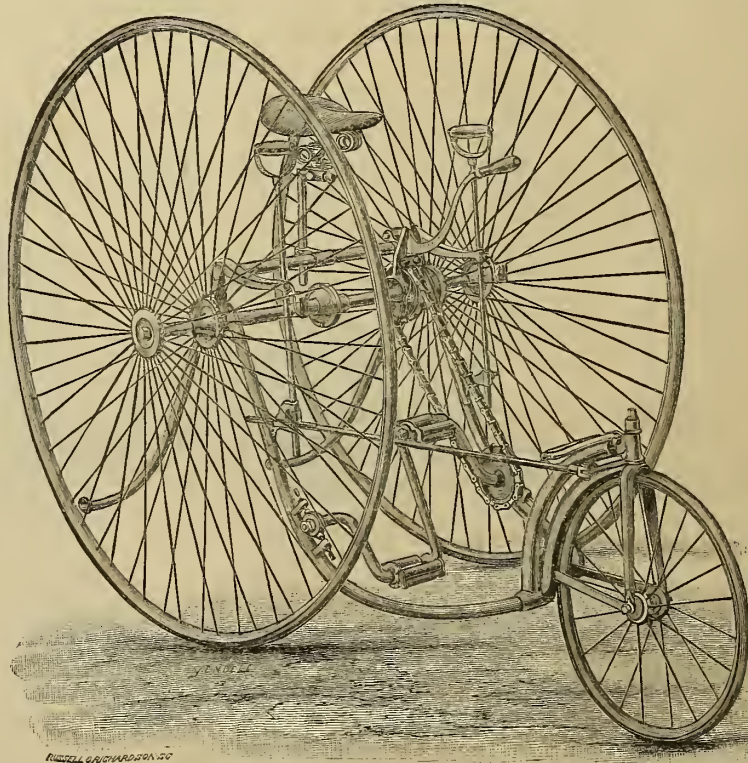
Velocipede construction has shown a development similar to that—now looked back over with so much interest—of railroads and of telegraphs. There is a long story of effort and experiment, and a short, brilliant chapter of success. The old riddle may be appropriately paraphrased—the animal who goes on four wheels in the morning, and on two wheels at noon, and on three wheels in the evening, proves to be man—trundled in the baby-wagon in childhood, monarch of the roads on his bicycle in manhood, and drawing out the delights of life's evening on a tricycle.

Said an active wheelman of fifty, "I delight myself with the prospect of twenty-five years more of bicycling, and then rounding out of old age with the pleasures of tricycling." It does, or at least it seems to many to, require something of the vigor and elasticity of youth to enable one to get the best results from the bicycle, or even to use it with absolute safety. Whether this is a correct apprehension or not is immaterial, since it induces elderly gentlemen, and those not having the confidence of their nerves and muscles for things athletic, to seek something different from the new popular two-wheeler.

Place aux dames, on the roads, as everywhere else in the avenues of modern life and society, is here, and we cry room for the ladies. If the brother has the realm of the roads by the inherent selfishness or exclusiveness of the bicycle, the sister wants it too, and so does the wife, and the cousin, and the aunt; hence the ladies have been looking with some degree of impatience for the advent of a vehicle which should put them on equal pedaling with the gentlemen; which should, at least, make them equals in this realm of the roads, if not associates, though the latter relation has no doubt been devoutly wished for by both sexes. Here, then, is found the reason for development of the modern tricycle—to supply the equivalent, or nearly equivalent, attraction of athletics, of recreation, and of useful locomotion for middle-aged and elderly gentlemen, and for ladies, and for associate use by both ladies and gentlemen.

motion; adjustability of seat and handles; tubular metallic construction of frame, and steel suspension wheels; round rubber tires, and polygonal pedals;—these are some of the necessary points in the true type of a tricycle, and the absence of some of them shows a deviating and less worthy variety of velocipede.

As one might have expected, the new Columbia tricycle is the product of the largest and oldest manufacturer. The Pope Manufacturing Company, whose Expert Columbia bicycle is the finest result of scientific effort and mechanical skill in that kind of vehicle, and has given and sustained for them the leading position. Not only is the Columbia tricycle made on the interchangeable system, and so with great exactness of forms and joints and fittings throughout, but great accuracy and security have been produced, so that it might be as nearly as possible a perfect machine. Rotary pedal-action has



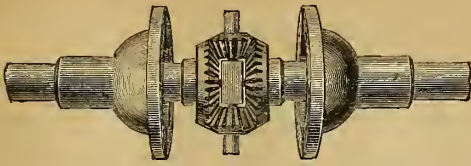
The refinements of science and art, applied in the construction of bicycles, has not only created a demand for the tricycle, but has brought out the adequate means of supplying it; and it is a matter of national gratification that Americans have contributed as much to the structure of the modern tricycle as they have to its precursor. After almost every conceivable modification of wagon type and driving mechanism have been tried and modified, after a thorough process of elimination during half a score of years, the true tricycle type has become almost as well defined and established as that of the bicycle; and as a writer in the *Century*, more than a year ago, found in an American machine the highest development of the latter, so we now find the latest and best development of the former in the Columbia tricycle of American manufacture.

Two large driving and supporting wheels abreast, one smaller steadying and steering wheel in front, rotary crank-action, and chain-transmitting devices for propelling mechanism, equal communication of power to both driving-wheels, with means for differentiating it for curves, adaptation for position for driving, by means of changing the weight of the rider from one point to another, in a natural and easy

been adopted, apparently because it is best accredited, mechanically and physiologically, for easy and effective propulsion.

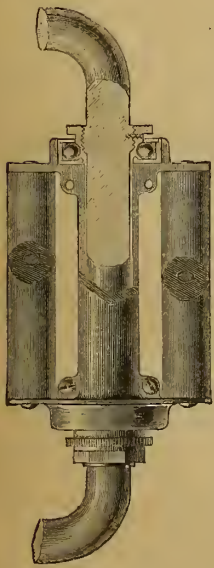
The position of the crank-shaft, with reference to the axle of the driving-wheels and to the seat, and the position of the pedals on the crank-shaft, are such as both to preserve the proper balance or poise of machine and rider, and to secure the advantage of driving by weight of rider, more than by muscular thrust. The large 50-inch driving-wheels show a study for value in rolling over obstructions, and also give a certain dignity of appearance to the machine and rider, while the application of the fine chain-gear is such as to increase the leverage, or, as the makers say, "to gear down" the wheels to the diameter of 46½ inches. Of course, gain in power here, as elsewhere, is obtained at the loss of speed, and gain in speed at the loss of power. Appliances are shown with this machine offering, a choice of leverage to suit the most refined requisition.

The Columbia tricycle is a genuine "double-driver," the propulsion operation evenly and directly upon both driving-wheels, and, through them, upon the whole machine at all times. This result is obtained by the very ingenious compensating gear, so nicely constructed and neatly and



compactly closed so as to be scarcely noticeable, and which is an American invention. It consists in mounting the two driving-wheels independently, and connecting them on their axles by small toothed wheels, so arranged and operating in connection with the chain-wheel as to distribute the power to the two wheels in proportion to the resistance; evenly on a smooth, straight course, more to the outer wheel on a curve when it travels faster than the other and more distance, and more to the triggered wheel where obstruction is unequal, and the whole is completely automatic.

Great credit has been given to the late Mr. Starley, an Englishman, who first applied to English tricycles a very similar two-speed contrivance. Whether he obtained his idea from American patent reports, or whether it was original with him also, is not, perhaps, ascertainable; but it appears that an American, Edward Whitehead, anticipated him by more than a year in the invention of this essential feature of the modern tricycle.

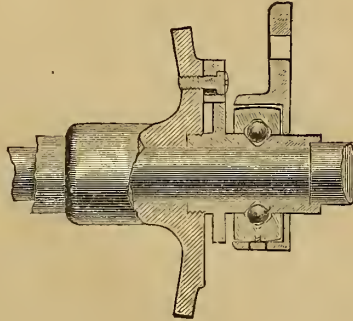


The frame and general construction of this tricycle is well shown in the large cut at the beginning of this article, the frame being of fine steel tubing and very rigid. The rack and pinion front-steering mechanism allowing the track to be visible for all three wheels, give a certainty of control in ascending, and safety of position in descending grades, and the advantage of putting the feet up on down grades, and spinning without effort or danger. The seat is adjustable, both fore and aft and vertically, and the handles are inclines, so that the pull upon them is in the line of the rods, and the position of the hands is very comfortable and natural. The wheels are made with good width of

hub and flange, a large number of spokes, and with deep and rigid rims. The tires are moulded in endless rings of the best rubber, and will show the earned reputation of Columbia tires for never coming loose—a reputation arising out of the facts that the rims are deep and correctly shaped, the tires are made on a correct model, and put on with proper contraction, and the cement and method of using it are brought to perfection.

One of the most ingenious and effective parts of this new tricycle is a friction brake, applied in the form of two discs to the chain wheel, with an arrangement by which almost unlimited pressure can be brought to bear, and the machine brought to a halt on the steepest incline. The most noticeable features, however, to one accustomed to look carefully for points in such machines, is the excellence of the bearings. Probably the science of anti-friction bearings would never have been developed to the present extent had it not been for their necessity in velocipedes; indeed, the Columbia ball-bearing, with its abso-

lute mechanical accuracy and universal adjustability, has done as much as any other one feature of construction to give the machines of this manufacture this reputation. Now, we find it with various modifications, and always with more and more adjustments, but simple and direct as ever in its operation, scattered all over the Columbia tricycle—two sets on the main shaft, two sets on the crank shaft, one set in the front



wheel, and two sets in each pedal, so that however the weight or the speed may be distributed, friction is reduced to a minimum. Swivel or compensating-bearing box cases are provided for these bearings, so that the bearings are always true.

In finish, this tricycle is unsurpassed, the surfaces being polished and enamelled in black, with fine gold striping; and the headpieces, bearing-cases, seat-rod, finishing-nuts, and dust-caps, pedal-plates, chain, brake-lever, and other tips, being nickelled. The nickeling is done on a coat of copper-plate, and the enameling in the handsomest and most durable manner known to the art.

It is interesting to note to what an extent the supplying of little conveniences is carried; these being shown in the woven-wire dress guard, protecting the lady rider's dress from the driving mechanism; in the conveniently located and detachable brackets for lanterns; in the umbrella and parasol carriers; in the baggage carrier; in the tool-bag; in the neat, dust shield over the steering wheel, etc.; and, too, in the option of a seat with a back to it, or to the saddle of such excellent shape as to be more desirable than a seat for either ladies or gentlemen.

This tricycle is constructed for general use, under all sorts of circumstances, on all sorts of roads, by ladies and gentlemen, by the light or heavy, and for taking a reasonable amount of baggage. It is a comparatively light machine—indeed light as it seems practicable to make without leaving out desirable things, and saving metal where it is needed; and it is exceptionally easy running.

For a fuller description, and for much useful general information, the reader is referred to the illustrated catalogue of the Pope Manufacturing Company (address, Boston, Mass., is sufficient), and an inspection of the machine, which will well repay considerable time and trouble in making.

This tricycle, affords, apparently, the desideratum for a light and ready conveyance, adapted to those who are debarred from using a bicycle. For ladies and for gentlemen in making social calls or business trips, for morning and evening exercise, for pleasure excursions through the country, for elegant and enjoyable diversion at the seashore or summer resorts, it appears to be just the desirable thing.

When the ladies and gentlemen of New York approach the avenues of Central Park on these elegant machines, it is to be hoped they will not be denied admission; for nothing could exceed in interest as an additional attraction in the fine landscapes there, the graceful evolutions of tri-

cycles, whether singly or in groups, or processions. The sturdy English common sense in regard to out-of-door athletics, or what might be called the gospel of manly and womanly exercises, for diversion and physical health, is gaining in sway in this country, where all are not too busy or too blind to take note of its benefits.

The very existence of an 80-page monthly magazine of the literary and artistic qualities of *The Wheelman*, devoted in greater part to the interest of bicycling and tricycling, shows not only the extent to which these arts prevail, but also reveals the character of those who patronize them. Indeed, those who will be seen riding the Columbia tricycle up and down our highways and through our beautiful parks, and those who, on Expert Columbias, may be seen along with them, and in greater numbers, are the fair representatives of all that is bravest and best in American society.

It is surprising to note to what an extent our clergymen have, during the last year or two, adopted the bicycle as a constant vehicle; it is equally notable that physicians have not only largely used that, but are taking with rapidity to the tricycle as a steadier horse by night. Artists and lawyers, merchants and messengers, and tourists of every profession and class, are using both these higher forms of velocipedes, in such numbers as to make general description or reference to them almost superfluous.

While noting the improvements in tricycles made by our leading manufacturers, it may be remarked that they have also brought out a new bicycle, which, though chiefly interesting to those who compete or watch competitions on the racing path, is a matter of some interest to all who like to see our country well to the front in all the industries, namely, the Columbia Racer, a bicycle very much on the lines of the Expert (which for the present season shows some noticeable improvements mostly in favor of lightness), and which, with a great degree of accuracy and strength, and a rigidity scarcely paralleled, combines remarkable lightness.

America is not henceforth confined in its production of bicycles to roadsters. There was an old saying, "If wishes were horses beggars might ride;" but in our new era riding no longer necessitates horses and if "beggars" cannot, at least most ladies and gentlemen can have an elegant, enjoyable, economical mount, and ride in greater luxury than our ancestors knew.



Bets and predictions as to rain or shine on the 28th, are about equal.

A good joke is related of Pitman's experience on Sunday last. Strict orders had been issued to the police captains to arrest all persons found upon the public streets who had no visible means of support. Pitman was therefore taken to the station house for being upon the avenue in full club uniform; and when the judge interrogated the officer as to the cause thereof, he pointed to the veteran's hose-clad legs, and laconically replied: "Where is his visible means of support?" Cotton has risen in consequence of an increased demand.

Mr. Weldon, the artist, is now engaged on a two-page illustration for *Harper's Weekly* of the great Meet and incidents thereof. He is making

life studies of the machines and riders, and on Sunday last, accompanied by Commander Beckwith, Capt. Pitman, Editor Jenkins, and Ye President Egan, was driven over the route of the parade in an open carriage.

Tailors in the vicinity of 59th street are now overrun with orders for the manufacture and repair of abbreviated jackets and premature breeches.

If the dinner is one half as good as the ticket, all will be satisfied.

Any skeptic who does not believe in the numbers and importance of bicyclers can be convinced at any time by simply blowing a caliope in the vicinity of the Park View Flats, and see those who appear at the windows in consequence.

Arthur G. is now known as "Tartie."

It takes three kings at least to knock out the average bicyclist, while, as proven in the recent accident to the King of Belgium, any bicyclist of ordinary ability in the header line can floor a king.

Harry Jones has not been seen around the clubs for several days, and, not knowing the cause of this desertion, I stepped in at the Cosmopolitan, and, not finding him there, sought till my weary feet had borne me to the Battery. There I found him seated upon the end of the pier with a marine-glass, gazing steadily down the harbor. At first I thought maybe he had a "mash" on Governor's Island, but as I approached, he turned, and the far-away look in his eyes frightened me. I at once asked why and wherefore, and discovered that he thus spends part of each day looking for the steamer which will bring aboard of her the wheel he ordered four months ago. Nothing would apparently afford him so much pleasure as to be allowed to lay an "American club" across the backs of some English manufacturers.

OUR BOSTON LETTER.

Don't expect much news this week; everybody is so taken up with getting ready for the League Meet that they haven't time to do much else. The Massachusetts men, thirty strong, will arrive in New York on Sunday morning via Fall River Line. The Bostons will arrive via the New Haven highways. I understand their members will be few on the road, but mighty on the trains and boats. The Ramblers send only a few men and the Crescents none at all. Three delegates from the Ramblers will attend the business meeting, six from the Bostons, and six from the Massachusetts, the last delegation including a representative from each of our largest dealers—Cunningham and Pope.

The race between Woodside and Wilson and Ware, the horsemen, was quite interesting, from the fact that Woody attempted to lower Prince's ten-mile record, and succeeded. Running his miles off at about 3:16 each, with hardly three seconds variation, he completed the ten miles in 31:49½; beating all professional records from three miles up. Woodside felt quite elated over his success, but Prince feels a little sore about it. The Harvard races were partially a failure. Very little interest was manifested except in the mile sprint-away between Norton and Hendee. Norton was very confident and rode in excellent form; it was a waiting race until near the finish, when Hendee spurted and won by half a lap. The time was bad, considerably over three minutes. The "gentlemen amateurs" were so fearful that some tricking would be attempted by the terrible professionals, that they would not allow Prince, who was Hendee's coach and trainer, to come near the track, nor even inside the fence

that bounds the track. Hendee is still in the city training under Prince's care; for what races I can not discover. So much has been said against Sunday club runs in the papers lately, that the Ramblers have decided to discontinue them in future, and leave the men to run out as they please. The wicked Boston Club still continues the Sunday calls for runs; nothing short of an injunction will stop them. PERCY.

OUR SPRINGFIELD LETTER.

"And the stately ship goes on
To her haven under the hill."

Springfield wheelmen have been pretty well stirred up, the past week, over the attempt of the city government to pass the ordinance regulating the use of bicycles on our streets. This ordinance, if passed, would tend to discourage bicycling here to a very large extent, and although the bill now rests in the hands of the committee on Ordinances, who, by the way, doubt its legality and therefore refuse to sign it—it is quite sure that some kind of an ordinance will be passed, and the Springfield Club propose to draw up an ordinance that will be specially adapted to suit all parties, and try to have the city government adopt and pass it. There is no doubt at all in the mind of the writer, that the proposed ordinance, now in the hands of the Common Council, is as illegal as it is unjust, inasmuch as it discriminates between a carriage and a bicycle; and, as our President very judiciously remarked, makes flesh of one and fish of another. Of course the Springfield Club, at the present time, is in no position to try courses of law with the city; but at the same time, if absolutely necessary to protect our rights, we will fight it to the bitter end. We have no reason at all to complain of the way we have been treated by our city fathers, and I incline to the belief, that they have been very lenient with unattached riders; and these unattached riders, by the way, are the ones who invariably create all the trouble. In coasting down hill they never think of giving any alarm, but they go by like the wind, and before you are aware of it they are out of sight in the distance, and of course when anything of this kind is spoken of, the Springfield Club comes in for their ninety-nine per cent. of the blame. I think it only a question of a very short time, when every wheelman residing in a city will be obliged by law to carry a continuously ringing bell. I think this will be the outcome of our present squabble, and, perhaps, taking it all in all, it will be for the best. At any rate let us hope so. Our champion, Hendee, is in Boston training for the races to come off June 2d, in New York. As I predicted, he carried the one-mile Harvard race with but little effort, and I feel quite sure he will bring the one-mile L. A. W. medal back to Springfield with him. He takes a long walk in the morning, and a five-mile ride in the afternoon, and is improving so rapidly that the Boston Herald thinks he will beat the record. I understand Prince wants Hendee to accompany him to England and race for the amateur championship of the world. Possibly Hendee might go, although I am inclined to doubt it. If he should meet the expectations of his club this year, the next year will be the time for him to try English racers, and you may rest assured that "the expectations of his club" are of no small order, and it is only natural it should be so, because, aside from his racing qualities, he is a young man that any club might well feel proud of. Our first regular club run took place Friday night, having been postponed twice on account of rain. The start was made from our club-rooms at 6:30, sharp, and forty-eight members wheeled into line and started for Holyoke, a distance of nine miles, which was made in an hour, including two stops. The boys seemed to feel very happy, and under command of Captain Winans seemed to keep in excellent position. After arriving in Holyoke, and stacking machines

in the lobby of the Holyoke House the club held an informal meeting and decided to go to the Opera House in a body and see Frank Mayo in "Davy Crockett." The boys made it exceedingly interesting for the rest of the audience, and all being located in a body there was considerable fun, and our facetious M. D. succeeded in "mashing" the fair Eleanor. I imagine the sensation must have had a very deleterious effect upon him, not being used to such things, you know, and I can readily understand, now, why he had so much difficulty in mounting his machine on the homeward journey. The run from Holyoke to Springfield was made in an hour and twenty minutes; seven headers being recorded as the result of such imprudence. Arriving at the club house we all started for home and blanket street, but before leaving, it was declared that the run was the best ever taken, and all acknowledged having had a jolly time.

I anticipate with great pleasure, the grand League Meet, and feel that you and your brethren of New York have done much to make it the grand success it most assuredly deserves; and if there be any who return feeling they have not had a good time, and have not been regally treated, then most decidedly the fault lies with themselves. For one, I think the coming League Meet will be one to look back to in years to come, as one of the most successful ever held, and it is well that it should be so, for certainly the cause is a good one. LIGGINS.

SPRINGFIELD, MASS., May 21, 1882.

WHEEL RACES.

The Columbia College A. A. held their annual University Games on Friday, May 11th, at the New York A. C. Grounds, Mott Haven. Temperature fair. Sky cloudy, but cleared up at the termination of the sports. Management excellent, although the reporters were much grieved at being perched on the "reporters' stand," like jurymen in a box.

The track was rather brittle, not having arrived to the perfection of condition which it will reach later.

Two-mile bicycle race—R. G. Rood, '84, S. of M., 1st, time, 6 min. 47½ sec.; F. Howard, '86, 2d, and slowed up; C. A. Reed, '84, S. of M., fell.

At the start Reed took up the riding. Rood assumed second place, immediately behind, with Howard looming up rather lazily in the rear. These positions remained unchanged to the mile passed by the leader, in 3:20½; the others, in Indian file, immediately behind. At 600 yards from home, Rood suddenly spurted past, and forced a surprising pace. Reed attempted to answer it, and, on rounding the first curve of the last lap, he tried to ride too near the curve; there was a crash, and Reed was stretched out on the track in a most unaccountable manner. Rood finished strong, and Howard eased up on the home stretch.

Rood's time, 6:47½, is the best College record, the previous one being 6:51, by Reed, on May 28, 1881, at the Inter-Collegiate Games. Our opinion is that Rood could have crowded 6:40, had he been forced out, as he rode three-quarters of the distance almost perfectly straight.

SIX-DAY BICYCLE RACE.

CHICAGO, Ill., May 21, 1883.—A bicycle race for the championship of America, 12 hours a day for six days, began at 11 o'clock this morning at Battery D armory, on a track of 13 laps to the mile. The contestants are Miss Louise Armaindo, champion lady bicyclist, W. M. Woodside, champion of Ireland, and W. J. Morgan, champion of Canada. The score at the close of the first day is: Woodside, 144 m. 9 laps; Armaindo, 143 m. 12 laps; Morgan, 142 m. 6 laps.

STATEN ISLAND A. C.

The games of this club were held on Saturday, May 19th, at West New Brighton, Staten Island.

The day was beautiful, sun shining brightly, but a slight wind hindered the contestants somewhat. Track very poor, dug up in spots, and especially bad for bicycling. The management could have been better. Some bungles were made, particularly in the bicycle race, where the contestants were instructed to ride one lap more than was necessary.

Two-mile bicycle race—E. W. Gould, Jr., Elliottsville, S. I. (200 yards), first time, 8 minutes 6½ seconds; B. J. Carroll, Elliottsville (200 yards) second, by six inches; W. R. Pittman, Ixion Bicycle Club (30 yards), 0; P. M. Harris, Ixion Bt. Club (100 yards), 0; H. J. Hall, Jr., K. C. W. (200 yards), 0; C. A. Reed, N. Y. A. C., scratch—fell. It was a desperate race, Gould just beating his man, and the others were close up. In view of the poor track and the extra lap, the performance was highly creditable to Gould, who is quite young. Reed's fall was not as severe as it looked, and he soon recovered.

INTER-SCHOLASTIC GAMES.

The games of this association were held at the Manhattan A. C. grounds, 56th street and 8th avenue, on Friday, May 18th. The afternoon was very pleasant; only a fresh wind was all the fault that could be found in that direction. The games were run off well, but the management of keeping order was entrusted to a marshal, who was either absent or inefficient; consequently, the clerk of the course had his hands full in trying to discharge his duties. It is strange that school-boys can never learn to manage games; surely they have had experience enough. We were surprised to see so many spectators remain on the stands, as the inner ring seemed free to all.

Two mile bicycle race—E. A. Thompson, Wilson, and Kellogg, 1st, time, 1 mile, 3 minutes 31½ seconds; 2 miles, 7 minutes 30 seconds. Louis Stearns, Everson, 2d; H. Smith, S. of L., stopped. This race promised to be the best of the day, and it was the first time the two have met on even terms since last spring. At the first mile, Thompson was leading, with Stearns directly behind. Just as the spectators and contestants were getting aroused to the expectancy of a fine struggle, an ominous rattling sound warned Stearns that a spoke was loose, and getting looser with every revolution, and, following the advice of a small boy, who remarked that "he would rather take second than break his neck," he slowed down, much to the disappointment of all concerned.

STATEN ISLAND A. C. GAMES.

The games of the ave club were held on Saturday, May 19th, at West New Brighton, Staten Island. Management very good. Track very poor. Day bright and warm, as is usual with the spring games of this organization—evidently some secret arrangement with Wiggins.

Two mile bicycle race—E. W. Gould, Elliottsville (200 yards); B. J. Carroll, Elliottsville (200 yards), second, by 1 foot. H. J. Hall, Jr., K. C. W. (200 yards), 0; P. M. Harris, Ix. Bt. C. (100 yards), 0; W. R. Pittman, I. B. C. (30 yards); C. A. Reed, N. Y. A. C. (scratch), fell on 10th lap. The scoring of this race was badly mixed, and the men rode one lap over, the time of the winner, being 8 min. 6½ sec. Reed did not seem to have recovered from his accident of last week, and, after plodding along so slowly that the handicapped men almost lapped him, he made a great effort, and, in doing so, leaned so far forward that he suddenly took a header and came down on his chest with force enough to flatten him, while his machine turned a somersault over him; but he immediately rolled off the track out of the way of the others, and was soon on his feet. Surely bicycling must be of some benefit if it enables them to endure the shocks that Reed has undergone the last few weeks.

HARVARD BICYCLE RACES.

The races conducted by this college came off on May 16th, at Beacon Park. A fair attendance helped to make the affair a decided success. The clubs were all well represented, and, with the exception of a slight wind, the weather was excellent.

Five mile race (open)—H. M. Sabin, Newton B. C., 1st, time, 17:28½; Albert Hosmer, Boston, 2d, by 20 yards; C. M. Hemenway, Harvard, 3d; M. Maverick, Andover Bt. C., fell. F. A. Bickford, Somerville Bt. C., dropped out. Won easily by a brilliant spurt.

One mile dash (open)—G. M. Hendee, Springfield Bt. C., 1st, 3:11½; Elliott Norton, Harvard, 2d, 3:9¼; Albert Hosmer, 3d. The starters of the men seemed to hesitate and allow Hosmer to take the lead. Hendee soon made this up, and finished an easy winner.

50 yard slow race won by G. N. Perkins, Harvard, time 1:24.

Half-mile dash—A. Bigelow, Harvard, 1st, time, 1:35½; J. E. Davis, Harvard, 2d, time, 1:50; won easily.

One mile race (college)—A. Bigelow, Harvard, 1st, time, 3:29½; L. B. Hamilton, Yale, 2d, won easily by a spurt at the finish.

Three mile race (college)—Elliott Norton, Harvard, 1st, time, 10:28; J. G. Hitchcock, Andover, 2d. Maverick and Hemenway dropped out.

This was a grand race. Norton and Hitchcock leading, alternately, till the last lap, when the former spurted and won a close race.

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 26—Two Mile Race, Inter-Collegiate Athletic Association, Eighth Annual Field Meeting.
 " 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.
 " 30—Tournament at Blossburg, Pa., under auspices of Elmira Bt. Club.
 JUNE 2—Two and Five Mile Races, National Association of Amateur Athletes of America, Eighth Annual Meeting for the Amateur Championship of America.
 " 2—Championship of the League of American Wheelmen; distance, one mile.
 " 8 and 9—Race Meeting, Morristown, N. J.
 " 8 and 9—Fourth Annual Race Meeting, Capital Club, at Washington, D. C.
 " 9—Annual Encampment of Champion City Club.
 " 9—Ten Mile Race, Druid Hill Lake, 7 A. M., Baltimore, Md.
 " 12—Annual Meeting Citizens' Bt. Club.
 " 15—Races at Lancaster, Pa.
 " 20—Races at Detroit, Mich.
 " 30—Fourth Annual Tour of the Milwaukee Bt. Club, starting from its headquarters, for a run through Waukesha County, extending to July 4th.
 JULY 1—Tour in Canada by the Chicago Bt. Club.
 SEPT. 18, 19, and 20.—Three days' camp and tournament at Springfield, Mass.

CLOSING OF ENTRIES.

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.

JUNE 4.—Entries close for ten mile race, Gold Medal. Fee, \$1.00. To F. A. Griffith, 4 Hanover Street, Baltimore, Md. Open to Maryland men only.

FIFTY MILE RUN OF BINGHAMTON BI. CLUB.

In response to call of the captain of a long distance run for Friday, the 18th inst., four men responded, leaving here at 7:30 o'clock A. M., and proceeding westward down the Susquehanna River through Hooper, Union, Vestal, Appalachia, Owego, Tioga Centre, Smithborough, and Barton, arriving at Waverly at 2 P. M., after a tedious and rough ride, the wind blowing strongly from the west all the time. Cyclometers then registered fifty miles, and it was decided to go no further on account of the wind; so the boys returned home by the D. L. & W. train. The average miles per hour was 7½, including stops of one hour on the way.

Better time will be made in next run, when it is hoped the wind and roads will favor us; but as we have no roads that compare with the eastern roads, we cannot expect to equal their records.

The following were the mounts: E. E. Kattell, 60 in.; Fred Lyon, 54 in.; C. H. Rogers, 52 in.; C. E. Titchener, 58 in.; all Experts. We send ten men to the League Meet next week.

NOTICE TO MASSACHUSETTS CONSULS.

Positive assurances are received from the committee that the League stencils will be ready for delivery next week, together with suitable conveniences for using the same. Consuls who first receive them are instructed to make immediate use of them, and then hand them to neighboring consuls. Stencils will be first supplied to those consuls who order guide-boards according to directions given by the undersigned in February last.

FRED. S. PRATT,
Chief Consul.

Worcester, May 21, 1883.

KINGS COUNTY WHEELMEN.—At a regular meeting of the Kings County Wheelmen, held at their rooms May 17th, A. C. D. Loucks was elected secretary, vice W. L. Samson, resigned.

The K. C. W. have engaged the Williamsburgh Athletic Club track for June 23d, on which to give a series of bicycle races, of which fuller information next week.

Fraternally yours,

A. C. D. LOUCKS,
Sec. K. C. W.

RENSSELAER COUNTY WHEELMEN.—At a meeting of several League members, held in Troy, N. Y., May, 17th, a League club of eighteen members was organized. The club will be known as the Rensselaer County Wheelmen. Their uniform will be a short sack-coat of navy-blue, braided across the breast; navy-blue shirt; knickerbockers, laced at the knee; navy-blue stockings. The cap will be low, rounded crown, with visor, with monogram R. C. W. on front.

They will elect officers May 23d.

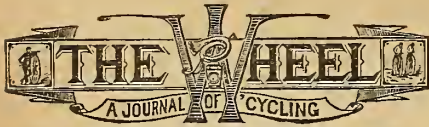
PROGRAMME OF RUN TO CONEY ISLAND, DECORATION DAY, MAY 30TH.—Wheelmen everywhere, both club and unattached, are cordially invited to be present and take part with the Brooklyn clubs in a run to Coney Island on Decoration Day.

Wheelmen will meet on Montague steet, just at top of hill from Wall Street Ferry, Brooklyn, at 10 A. M., and start at 10:30 o'clock, sharp.

The route will be as follows: Montague street to Clinton, to Schermerhorn, to Flatbush avenue, to Seventh avenue, to Lincoln Place, to Prospect Park, through Park to Boulevard, to Coney Island, where dinner can be had at a very reasonable price.

The return will be made in time to accommodate those living at a distance.

For further particulars address, E. A. Caner, P. O. Box 2806, New York City.



The Official Organ of the Cyclists Touring Club in America

FRED. JENKINS, - - - - Editor.
C. J. HOWARD, - - - - Artistic Contributors.
A. D. WHEELER, - - - -

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

PUBLISHED EVERY FRIDAY MORNING,

BY

OLIVER & JENKINS,

Box 444

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Entered at the Post Office at second-class rates.

NEW YORK, MAY 25, 1883.

TO OUR 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 Monday morning at the latest. Make all Checks and Money Orders payable to OLIVER & JENKINS.

UNFINISHED BUSINESS.

At the last meeting of the Board of Officers of the League of American Wheelmen, held at Worcester, March 27th, a number of amendments were offered and adopted. When the meeting was called to order in the morning, there were about thirteen delegates present, but towards the afternoon some were obliged to leave, and only eight remained to the close of the session. In view of this fact two important amendments were left over to be considered at the business meeting of the League, which will be held at 10 o'clock next Monday at the riding hall, 214 East 34th street. These are briefly stated: The proposed amendment to the "Amateur Rule," and the rule affecting "Track Measurement."

Regarding the amendment to the amateur rule as published in THE WHEEL of May 11th, we think it hardly satisfactory. We do not think it is strict enough, and would certainly much prefer the Bicycle Union Rules, which have been adopted by several large clubs. On the other hand, the best way out of the difficulty, in our opinion, is the adoption of the amendment as offered by Chief Consul Beckwith, which made clause *h*, of rule 25, read as follows: "*or who is not a paid teacher of bicycling or any other athletic exercise.*" This, to our mind, covers the whole ground. It bars out the paid teacher, and admits the agent who occasionally teaches to sell a machine. The present amendment, as published, admits a salaried teacher who might, perhaps, occasionally sell a bicycle, and that, to our mind, is objectional. The pioneer teachers of bicycling are nearly all members of the League, and no alteration to the rules can make them lose their membership, unless they openly violate the same by becoming "salaried teachers." It protects the

manufacturers, importers, and agents, and that is what we want.

Regarding the "track measurement" amendment, the editor has always had plenty to say on the subject. As the Secretary of the Racing Board, he has been in correspondence with members of the Racing Board, and he finds that nearly all prefer the 18-inch measurement. The Bicycle Union, at their meeting, April 24th, adopted a standard of 12 in. as their official measurement.

The New York *Clipper* in an article commenting on this subject, concludes as follows:

"While this is drawing the line rather too close to be fair to the rider, it is more nearly the correct thing than the plan adopted by the League of American Wheelmen, who, by fixing upon three feet as the standard, most decidedly err on the side of the bicyclist. Where the difference in the mode of measurement is so great, satisfactory comparisons of time made in the races of the two countries cannot be instituted. No good and sufficient reason exists for any difference at all, and it is much to be desired that the home organization will ere long reduce their limit to the eighteen-inch standard which prevails on athletic tracks here, and which we hold to be about the proper distance."

We hope the 18-inch standard will be adopted. Already tracks are being constructed, especially for bicycling, and we want a good, honest measurement. The Springfield Club are expending \$5,000 on a quarter-mile track, and propose to make it the fastest in the country. In Washington there is being built another, the measurement of which we do not know. In New York there is still another quarter-mile track, but the projectors have wisely used the standard athletic measurement of eighteen inches. The five-lap track at Mott Haven, where the championship races will be held, is measured eighteen inches from a three-inch wooden curb. We might go on and enumerate many other instances where the standard rule is adopted in preference to any other. In conclusion, we think the recommendation of the Racing Board should be entitled to some consideration, and trust that League members, much as they want fast records, will not be misled in voting to sustain a measurement that is the laughing-stock of our foreign competitors.

AN ILLUSTRATION OF WORLD-LINESS.

Now that the L. A. W. elections are over and opportunity for comment has been allowed, it may be worth while to note a little matter of interest, even outside of that State, in connection with the Massachusetts election.

At a suggestion of Chief Consul Pratt, accompanying an announcement that he could not serve another year, communicated at the same time to the Boston and Massachusetts clubs (they being the largest and most influential clubs in the State), the respective club committees of these two clubs met on March 10th, at the rooms of the former, and nominated a ticket for State officers. On the Boston Bicycle Club Committee were the editor, publisher, and editorial contributor of our esteemed eastern contemporary. The ticket agreed upon was put in nomination in the following words: "Representatives from the

Boston and Massachusetts Bicycle Clubs, having conferred together, recommend the following ticket for L. A. W. State officers for the ensuing year, trusting it will meet with your approval and support." The paper bore the names of E. K. Hill, of Worcester, for Chief Consul, and amongst others, of A. S. Parsons, for Representative, and it was addressed to the L. A. W. members in Massachusetts, and signed by the Secretaries of both clubs, one of them being the editorial contributor of our esteemed eastern contemporary. The editor, as we are credibly informed, promised this ticket the support of the *Bicycling World*, and the paper referred to a prominent position and a good send-off in the next issue of that journal.

Now, of course, it will readily occur to our readers that occasions have arisen in the not very remote past, when one might exclaim of the management of that journal and its immediate coterie, *Times Danaso et dona ferentes!* and the circumstances just referred to, and those that follow, offer an illustration of the peculiar refinement of practical ethics which seems to prevail on the meridian of Boston, and including last year as far as Chicago.

The issue of the *Bicycling World* for March 16th, contained, as was found by careful search, in very small type amidst the L. A. W. routine matter, a copy of the paper drawn up and signed as we have described; but not anywhere in the paper was there a paragraph or a line of favor, or even of mention of this ticket, although candidates in other States were prominently mentioned.

In its next issue for March 23d, there was the same absence of the promised support, and entire absence of any mention of the first nominations; but the pages of the journal referred to were at the service, to the extent of a column and a half, of an opposition ticket, supported by an attack of the previous one; and there were two other notices in large-type paragraphs of this opposition ticket, one of them giving the editor's endorsement and the support of the paper to it.

In the next issue the editor regains a very elaborately-balanced neutral position in the editorial column, and first prominence to a simultaneous attack on the League and the first nominations. The succeeding issue of the paper showed the same thing, and some misstatements of facts, of which the editor had full personal knowledge, but which he refrained from correcting until the polls were closed, when, in the issue of his paper for April 13th, he checked off correspondence, correcting them with the suggestion that "this correspondence must now cease."

The ticket first put in nomination has been elected; and, in commenting on it, we have only to say that it is a good, able ticket, and promises well for League success in the State where it has the largest membership; and, to say further, that the opposition ticket, which was not elected, appeared to us at this distance to be also a good ticket, against which little, and for which much, could be said; but the election of

the first nominated ticket, it is pertinent for us to point out, came about by a good majority without the aid and countenance of our esteemed contemporary, with its valuable influence thrown against it, and in a way that has perhaps been aptly designated by a Massachusetts member, as one showing how the managers of a certain paper and their associates keep faith, and how sweeping their influence is about home.

A LITERARY PIRATE.

Away down in South Boston somewhere, there is published a weekly paper called the *Inquirer*, which devotes occasionally a column or two to bicycling gossip. The editor, in search of "copy," usually scissors right and left, and borrows from the brains of his neighbors to fill the gap in his own cranium. In his issue of Saturday, May 12th, we find an abusive paragraph, in which the editor's name is openly mentioned. Now, our learned friend should know that it is not good taste in journalism to speak of editors or publishers personally in criticising their papers. We do not say that we think Mr. James G. Bennett, of the *Herald*, is mistaken when his paper says anything we do not agree with, nor do we say that Mr. Frank P. Miller, of the *Inquirer*, is a literary pirate when he lifts "A Riverside Incident," by "Selah," published in THE WHEEL of March 28th, and prints it as his own production in the last *Inquirer*. It is bad enough to take an article without credit, but to change it slightly in an endeavor to conceal its identity is still worse. We reproduce a portion of the article referred to, and also the one we printed for the sake of comparison:

South Boston Inquirer, May 28th, 1883. THE WHEEL, March 28th.

A ROMANCE.

CHAPTER II.

'Twas an eve in June, beautiful as a spray of grass topped with a dewdrop sparkling in the sun, while the stillness of Thomas Park was unbroken save by the love notes of a stray cricket to his mate, and the occasional tuning of a banjo by some wandering hoodlums, when there grated upon the silence of the scene the shrill and discordant notes of a callopie whistle, followed by the distant gleam of a king-of-the-road lantern, which each moment grew brighter and brighter, until the tall and commanding form of San George Dolores loomed up in the gleaming, and dismounted from the "Standard" bicycle which had carried him to the Park, there to await the coming of the peerless Floietta

A RIVERSIDE INCIDENT.

'Twas one eve in June, beautiful as a dream, when the stillness of the Riverside was unbroken save by the love notes of the cricket to his mate, when there grated upon the silence of the scene the shrill notes of a callopie, followed by the distant gleam of the fiery eye of a king-of-the-road, which each moment grew brighter and brighter, till the tall form of St. James Simpson loomed up in the gloaming, and dismounted from the bone-shaker, which, with many a protest of creak and groan, had carried him to "Mt. Tom," to there await the coming of Estelle O'Houllihan with the impatience of all lovers who are bicyclers, or of all bicyclers who are lovers (the reader can choose which he thinks is the most impatient). He lit a warranted-pure-ice

O'Donellan, with the impatience of all lovers who are bicyclers, or of all bicyclers who are lovers. He lit a warranted-pure-ice-paper-two-for-a-cent cigarette, and as the clouds of smoke issued from between his lips, his eyes vainly sought for the form of her whom he loved, etc., etc.

Now another point, Meteor! We can stand all the abuse you care to give THE WHEEL, as we are used to it, and it rolls off our back as water from a duck's back, but when you make it so personal as to bring in the editor's name, you will find that you have applied at the wrong office.

To L. A. W. MEMBERS OF NEW JERSEY.—The large and rapidly increasing L. A. W. membership in New Jersey fully warrants the formation of a State Division, as provided for in the Constitution of the League; and the approaching annual meet in New York City affords a good opportunity to obtain a large representation from our State for this purpose. It is, therefore, deemed advisable to call the meeting on Decoration Day, Wednesday, May 30th, at Orange—that city being convenient to the majority of our League members and affording delightful riding to the visiting wheelmen. The programme is as follows:

10 A. M.—Meet on the Mall for a run through Orange and Montclair, returning to the Mansion House, where dinner will be served at 1 P. M.

2 30 P. M.—Business meeting at the hotel for the purpose of forming the New Jersey Division, L. A. W.

4 P. M.—A run through South Orange and Milburn to Springfield will take place, enabling members and visitors from Plainfield, Rahway, and vicinity, to reach home before dark.

It is earnestly desired that every League member in the State be present at this most important meeting. Non-League wheelmen are cordially invited to attend the run and dinner. Price of dinner tickets, seventy-five cents. There will be no other expense, although, as the Delaware, Lackawanna & Western Railroad Company repudiate the announcement of the R. R. Com. L. A. W., of free transportation of wheels, 'cyclers coming by that line will probably be taxed twenty-five cents per machine.

LLEWELLYN H. JOHNSON,

Chief Consul L. A. W. for New Jersey.

ORANGE, N. J., May 21, 1883.

ROAD INFORMATION WANTED.

PHILADELPHIA, May 16, 1883.

Editor of the Wheel: Any information as to the quality of roads, between Trenton and Jersey City, via Bound Brook, will be received with thanks by Chas. G. Wright, 1126 Market street. Several of the Germantown and Pennsylvania boys will wheel it over to the League Meet, and they would like to know the best route. Also the best way to get through Jersey City and Newark. We wish the New York Meet a great success. C. GOULD.

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 in-

crease 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.

F. Alcott Pratt, Concord, Mass.; James C. Tait, 109 Bank Street, Norfolk, Va.; Robert Tait, 109 Bank Street, Norfolk, Va.

APPOINTMENT.

Fred. Binford, 277 Main Street, Consul for Pawtucket, R. I.

THE HARROGATE MEET

Will take place on Monday, the 6th of August next. All C. T. C. members who are in Europe on that date should attend. Members wishing to join the party sailing 21st July next should lose no time in sending their names to the C. C.

HOTEL APPOINTMENTS.

The following hotels have been selected as League Headquarters: Ann Arbor, St. James; Detroit, Michigan Exchange.

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.

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. 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. AYRES, 189 Michigan Ave., Chicago, Ill. (Chairman); N. M. BECKWITH, 21 W. 37th St., New York; J. W. PERO, Fremont, 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.

TRANSPORTATION.

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

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ALSO THE "VICTOR ROTARY," THE FIRST AND BEST AMERICAN TRICYCLE.

NEW ENGLAND AGENTS FOR ABOVE MACHINES.

A FULL LINE OF SUNDRIES.

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

APPLICATIONS.

Portland Bt. Club—Add.

3721—George E. Kenworthy.....83 Carlton Street,
Portland, Me.

Dayton Bt. Club—Add.

3722—George Grimes.....Dayton, Ohio.
3723—George Light.....Dayton, Ohio.

Cleveland Bt. Club—Add.

3725—S. H. Freeman, Adelbert College, Cleveland, O.

Incurable Order of Bicyclists.

3731—C. R. Evans.....Baltimore, Md.
3732—E. E. Williams.....Baltimore, Md.
3733—F. S. Fisher.....Baltimore, Md.

Unattached.

3724—H. F. Fuller...470 North State St., Chicago, Ill.
3726—Edward O. Weed.....Chicago Watch-Case Co.,
Chicago, Ill.
3727—W. Ronlet, with Otto Young & Co., Chicago, Ill.
3728—M. A. Mead.....3740 Ellis Avenue, Chicago, Ill.
3729—C. W. Burtis.....Hittsville, Pa.
3730—W. M. Paxton, Jr.....49 West Eleventh Street,
New York, N. Y.
3734—Fred. Hawkins.....Mt. Vernon, N. Y.
3735—Wm. B. Turnbull.....318 South Broad Street,
Philadelphia, Pa.

L. A. W. RENEWALS.

Week ending May 19, 1883.

1141—Harold Serrell.....Plainfield, N. J.
2121—A. W. Gump.....Dayton, Ohio.
2164—James T. Souther, 1882-3.....Winchester, Va.
2954—William O. Owen.....Laramie City, Wy.
3100—W. K. Sinclair.....Laramie City, Wy.
2953—C. S. Greenbaum.....Laramie City, Wy.
3465—F. Alcott Pratt.....Concord, Mass.
2767—Charles E. Curtis.....Lowell, Mass.
2294—R. F. Foster.....Baltimore, Md.

PERFECTION AT LAST!

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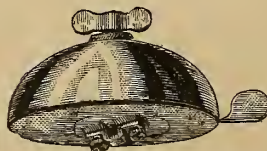
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The Massachusetts Bicycle Club, A. S. Parsons, twelve illustrations, by C. E. Reed, Charles Copeland, and A. B. Shute; A Cycle of the Seasons, Charles Richard Dodge, drawn by J. Pennell; A Shadow Love, chapters XIV.-XVI. Charles Richard Dodge; How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

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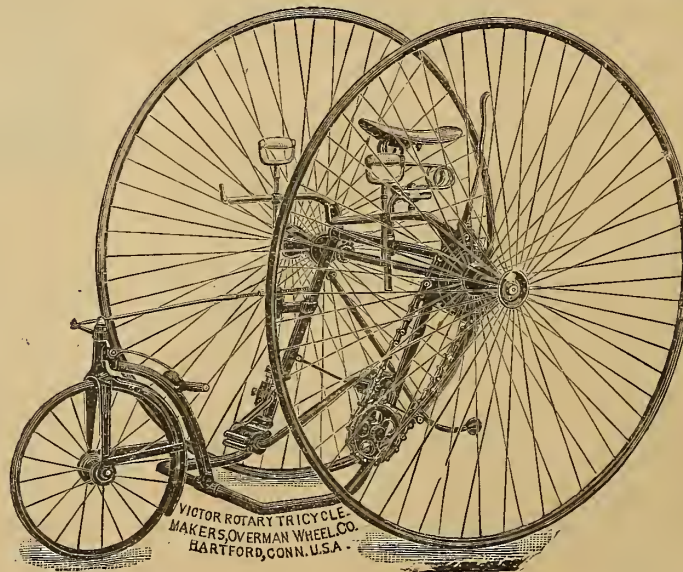
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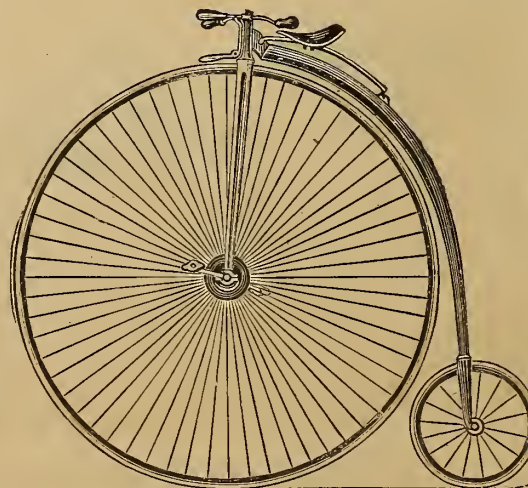
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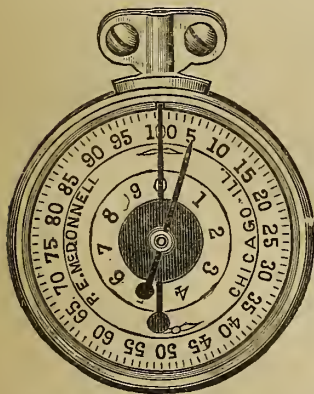
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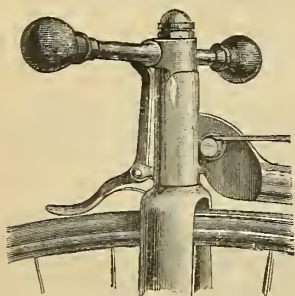
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