

THE WHEEL.

A Journal of Bicycling.

Vol. I. No. 19.]

JUNE 8 1881.

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ENTERED AT THE POST OFFICE AT SECOND CLASS RATES.

FRED JENKINS - - - - - *Editor and Proprietor*
 JULIUS WILCOX *Associate Editor.*
 Office of Publication, 75 Fulton Street.

PICKINGS AND STEALINGS

WE THINK

- That the League Meet was a success.
- That the Committee on Entertainment covered themselves with glory.
- That if they did not receive the thanks of other wheelmen they have ours.
- That the Providence Club have a jolly lot of members.
- That the Boston Club have the neatest uniform.
- That Billy Bernhardt will not call for grace again.
- That the Manhattan Club scooped in some of the medals.
- That they were "left" in the election.
- That there were anxious inquiries for the "Railroad Committee."
- That the time set apart for the dinner was too short.
- That the waiters were a nuisance.
- That the B. T. C. smoker was a pleasant feature.
- That all League members should join that organization.
- That the parade should be either at 9 A. M. or 4 P. M.
- That the consuls are going to do wonders this next year.
- That if we tossed up for the picture, we would call "heads."
- That the "Detroit Bi. C." was well represented.
- That we have thought enough.

The address of the new corresponding secretary of the League, Mr. Kingman N. Putnam, is No. 54 Wall street, New York.

Mr. Elliott Mason, formerly of Yonkers, writes from New Brunswick that "On the 3d inst., the Brunswick Bicycle Club was formed, consisting of seven members, with a good prospect of additions in future. The officers are, D. H. Merritt, president; P. Du Mont, captain; Elliott Mason, secretary and treasurer. Club uniform and colors not yet determined upon."

Mr. F. A. Coleman, of the Manhattan Bicycle Club, was unfortunate enough to lose a handsome gold badge of the Fourth Regiment of New Jersey (Co. B.), during the League parade. Mr. Coleman's name was engraved on the badge, which was attached to a royal purple and old gold ribbon. Any person finding the same will please communicate with F. A. Coleman, Windsor Hotel, New York.

The *Sun*, which usually has a good word to say for the "wheel" comments as follows: "Tricycling has become the fashionable pursuit of the young men in England, and as the

ladies never fail to follow in the wake of fashion when set by their admirers, the tricycle has been adopted by them with the greatest eagerness. At first it was considered 'rather fast,' and looked upon with shyness, but ever since the newspaper account of the ride taken by her Majesty and the Princess Beatrice, each royal lady mounted on her iron horse and careering gayly on the high road and through the green lanes round Osborne, all scruple has vanished. It is urged that no danger can exist, as the Queen, who is a heavy, fat, old lady, was enabled to sit her steed with as much ease and confidence as when in former days she used to prance so proudly on her high mettled horse before the troops at review. And so professors of the bicycle and tricycle abound in London, and the racing and chasing along the suburban roads at twilight and the laughing and chatting as the iron coursers shoot by, give quite a new aspect to the solitary walks round London."

Mr. E. I. Horsman, of William street and Maiden Lane, the popular dealer in archery goods, will have in addition to his large stock a line of Columbia bicycles, which he offers for sale on the installment plan. This is the first venture of the kind in the city and deserves support.

The regular monthly meeting of the Manhattan Bicycle Club was held on Monday evening, June 7. About fifteen members were present. In the absence of President Wales, Vice President Bourne occupied the chair. The names of F. W. Fullerton and G. W. Falk were proposed for active membership in the club, and the committee on membership having favorably reported, the gentlemen were elected. Treasurer Minor then read his annual report, placing the receipts from initiation fees, dues, etc., at \$728 05 and disbursements at \$703 78. On motion of Mr. J. Frank Burrill it was voted that the club send in its entire membership of 43 active, and non-resident, to the League of American Wheelmen for the year 1881-2. On motion of Mr. Jenkins, after a short discussion, it was voted that the club join the Bicycle Touring Club, and the gentleman mentioned were directed to forward the names to the Chief Consul at Boston. One or two of the members connected with military organizations having incurred fines by their absence on Decoration Day, it was voted that the Treasurer be directed to defray the same. After appointing Saturday for a club run the meeting adjourned until September, subject to the call of the Secretary in case any business of importance should arise.

THE CONSULS' RUN.

At the suggestion of Mr. Dean, consul for Boston, a run of the League Consuls was called for Sunday, May 29th, at 11:30 A. M. At the hour appointed the weather looked so threatening that the run was given up, but a little later the clouds broke and the sun shone brightly and it was decided to make the run. All the consuls who could be found were called together; about thirty-five together with the delegation from Montreal, and several others who were invited to attend, assembled on Dartmouth street, until there were about fifty men in line. Mr. Dyer, of the Mass. Bi. Club, acted as bugler, and Mr. Stall, of Waltham, as guide. The run to Waltham, twelve miles, was enjoyed by all. After lunch at the Prospect House, an informal business meeting was held, Mr. Dean was elected chairman and Mr. Shillaber, secretary.

Mr. Dean proceeded to state the object of the meeting. He said there was need of the consuls conferring together in order that some plan for working might be arranged. He stated that in England the work of the consuls was to gather information as to routes, to place signs of warning at the tops of dangerous hills, and to arrange special rates at hotels; all this he recognized as the work of consuls in this country, but thought the matter of hotel rates of first importance. In England a universal rate of charges has been arranged for the whole country, so that a traveler may calculate the exact cost of his trip before setting out. He thought a similar system should be adopted in the United States, but suggested that two rates be made, one for first-class hotels, and one for second-class hotels. Mr. Dean then called for opinions from those present upon the matter.

Mr. Stall reported that he had already made special rates at some hotels in his district, and that he had no difficulty in getting

the proprietors to consent to reductions for wheelmen.

Mr. Fred. Jenkins, editor of THE WHEEL, thought a good plan would be to arrange with the hotels to allow a discount of say 20 per cent. to members of the League.

Dr. Coleman, Captain of the Canandaigua Bi. Club and consul for that place said he thought this a better plan because the hotel charges in different places varied so much. In the vicinity of his home the charges at excellent hotels are \$2.50 per day, and commercial travelers get a reduction from those charges.

Mr. H. B. Colby, of Waltham, suggested that the officers of the League be asked to order all consuls to make arrangements with hotels in their vicinity to accommodate members of the L. A. W. at a discount of at least 20 per cent. from their regular rates, and that certificates of appointment signed by the president and secretary of the League, and the resident consul or consuls, be posted in these hotels, also that such hotels be required to post a notice or sign in some conspicuous place, in order that wheelmen may readily recognize such hotels as League hotels.

Mr. Osborn believed that each consul should be permitted to do his best in making reductions, and thought some might get as much as 33 per cent discount, but did not advise making any hotel a League hotel unless a discount of fully 20 per cent. be allowed.

After some discussion as to how the doings of the consuls should be published, the chair ruled that as the consuls had been appointed by the directors with instructions to report to them from time to time, the proper channel was through them, but that any consul could publish in either paper anything which the papers would receive, and which would be of interest to wheelmen generally.

The advisability of publishing the hotel information in a hand-book was discussed. Mr. Smith, consul for Yonkers, N. Y., suggested that consuls go ahead and make the rates at hotels as rapidly as possible and send in the names of the hotels selected with their charges to *The World* and THE WHEEL.

Mr. Jenkins remarked that he would be glad to publish such a list in a monthly supplement, adding the new hotels as fast as their names were sent in.

Mr. Gale Sherman, consul for Lima, Ohio, reported that some hotels where he stopped on his journey to Boston, had charged him very moderate prices and some, good ones too, had charged nothing at all. He believed it impossible to make one rate that would be satisfactory everywhere. For instance, the Vendome where he was stopping in Boston could hardly afford to reduce their rates from four and one-half dollars per day to one dollar and a quarter, but the proprietors of many hotels in Ohio and New York, would, he thought, be glad to reduce from \$2 per day, their usual charges, to \$1.25.

Upon motion of Mr. Willis Farrington, of Lowell, the chair was appointed delegate to confer with the Board of League Directors, and in behalf of the consuls ask for more specific directions as to the duties of consuls.

Dr. Coleman made some remarks upon the advisability of establishing some grip or sign by means of which League members may recognize each other; he thought it would be conducive to good feeling and friendliness.

At 4 P. M. the meeting adjourned. The Waltham Club escorted the party as far as Chestnut Hill reservoir where the party disbanded. The run was a successful one and it is to be hoped some good may come from the conference.—C. P. SHIL-LABER.

THE "MATCHLESS" BICYCLE VS. THE "SPECIAL AMERICAN CENTAUR."

Before a man can claim to be a full-fledged bicyclist he generally has passed through three stages: in the first stage of his bicycling experience he is completely possessed of the idea that he must have a "bisicckle with rubber tires and steel spokes;" when you hear a person give vent to the above you may be pretty certain that he has been riding a boneshaker, and the height of his ambition, in the bicycling line, is to have a machine answering to the above description. He sets himself to work to obtain one and he usually, or I might say, always, pur-

chases an American machine, maybe second-hand, but more likely new. He is in heaven for awhile, and he can not see what a fellow wants to pay thirty or forty dollars more for an English machine when an American is "just lovely." As he extends his rides his circle of wheeling acquaintances enlarges, and among them is found an English machine, with ball bearings, which he is allowed to try. That settles it, he sees it all now; he sells his American machine to some other beginner, and straightway looks around for an English machine; no matter what kind, old or new, just so it is English; this is the second stage. Very likely he will get a second-hand machine, and after riding it for a season or so, and having improved his knowledge of bicycles in general by taking one or two bicycling journals, he is able to buy a machine understandingly. He now consults the "Indispensable" and compares the points of the best English bicycles, having learned by his past experience that a cheap machine was the dearest in the end. And now we are at the third stage. And as there are, very likely, many hundreds of brother wheelers in the same stage, I shall give my views in connection with a criticism on the "Matchless." I select the latter machine because one of the correspondents of THE WHEEL suggested I should get one of those, when I gave your readers my "ideal" bicycle some time since. As my "ideal" has begun to materialize I shall give it a name: the "Special American Centaur," (S. A. C.); the latter part of the name coming from the company of the same name who are manufacturing it.

Perhaps I am better situated to judge of the real merits of the "Matchless" than the person who suggested I should find it to fill the bill of my "ideal;" not because I have seen one, I believe there are none here yet, but because I have illustrations of several of the main features in the "Matchless," and I can thus get a clearer idea of it than from a verbal description alone. This machine, as a whole, is splendid, but, like a chain, its utility is measured by its weakest link; and the weakest point in the machine under consideration is the "pad of india-rubber fitting into a recess in the bearing of the front wheel;" and everywhere there is rubber and *oil* we have a weak place. Lubricating oil, although not a perfect solvent for rubber, is destructive enough to completely rob it of its elastic quality. I have tried it and know whereof I speak; a very few weeks contact with oil destroys all the main characteristics of rubber. It is a fact known to everyone, and especially bicyclers, that oil is hard to keep in anything, much less a bicycle bearing. The result is easily seen without further details; the rubber becomes a black, pasty, rotten mass of—what once *was* rubber. The consequence is the rigidity, which is essential in the front forks, is destroyed, and new rubbers must be supplied. I have no doubt that it would be the acme of comfort for a few days or weeks, but it would soon become a source of annoyance. What is true of the front wheel bearing is likewise true, in a less degree, with the back wheel, and the handle, and the front end of the spring.

And now let us see some one find a weak place in the "Special American Centaur," which is, very likely, on its way across the big pond to its expectant owner. It has been designed and built especially for "American roads and riders," and no "improvement" has been put upon it just because it was novel. If it is not the best machine in the world it is not because its designer did not intend it as such, for I conscientiously believe it is as perfect as a bicycle can be made at the present stage of bicycling manufacture; and *cost* has not kept out a single point that its future owner thought was needed to make it perfect. Below I give a short description, and I court criticism, brothers of the wheel.

Elliptical, weldless, steel backbone (Like Garfield's), double fluted hollow forks, Centaur section to *both* wheels, double ball bearings to front wheel, Bown's ball bearings to back wheel, and the Centaur ball bearings to the pedals, all adjustable, flint hard, and dust proof; detachable cranks, six inches long, detachable handle and handle bracket, bar twenty-four inches long, open steering, long center pin, suspension saddle, adjustable step, wheels with gunmetal hubs, 72 and 24 direct thick ended spokes, one inch and seven-eighths rubbers, axle five-eighths of an inch in diameter, six inches between hubs. The hubs are recessed to receive the bearings, so that no space is lost between the forks and wheel.

CAPT. C. W. F.

Vol. I.]

THE WHEEL

[No. 19]

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

THE MEET, AND THE PARK.

"Commissioner Wales reported in favor of the passage of bicycles through Central Park from Eighth avenue and Fifty-ninth street to Seventh avenue and 110th street. The report was not adopted."

The above is from the report of the proceedings of the Park Board—called Board because of the wooden composition of all political boards—only two days after the L. A. W. Meet. The proposition of Mr. Wales would have opened a passage to the wheel through the western half of the Park for its entire length, and would have obviated the disagreeable necessity of picking one's way across by the transverse roads—but "the report was not adopted."

Probably this report was made upon the elaborate and deferential petition recently sent in. This petition, as it happened, I saw one day, and—meaning no disrespect to its framers and signers—had not patience to read it; but, if I remember it rightly, it proposed restrictions as to places and times, and a sort of dog-collar arrangement of examinations, credentials, numbering, and licensing of bicycle riders, whereby none but the competent and careful should be admitted within the portals of this sacred horse-garden. The object is laudable, but why should not the sifting process be applied as well to horse users? During the agitation in Brooklyn, something of this sort was discussed privately, and, having been deputed to represent the wheel before the city government, I nearly made up my mind to suggest something like this to the wheelmen; but I saw that from enrolling or licensing to taxing would be only a natural step, and that to admit the power of discriminating regulation would leave the bicycle at the mercy of municipal authorities, who might regulate it out of use whenever any disturbance might arise. I saw clearly, as seemed to me, that there is only one position to take as a matter of law, equity and common sense: that the bicycle is a carriage, and must be viewed and treated as such; that as respects place, hours, speed, responsibility, and all else, it must be regulated as other carriages are, no more and no less. On this ground there is safety, and there is none on any other. Holding position by favor and sufferance, the term is precarious and will never become firm.

It is true that, except for one or two short times, the wheel has not been admitted to the drives in Prospect Park, Brooklyn; but it has always had the foot paths, and cannot demand both. Excluded from the drives where it rightfully belongs, and permitted on the paths where it has no right and will sooner or later cause injury, it has submitted to this make-shift compromise, but its

transfer to the drives cannot be long delayed, and may come during the present season.

On the other hand, an accident on the paths may possibly start an outcry and an attempt to exclude the wheel from the Park entirely. Then will come a case for making a united front, precisely as I have been desiring to see made. I would not show petulance, being in the minority, and it is better to cultivate public favor than try to force it; nevertheless, I shall not concur in any more petitions, asking in favor what belongs to the bicycle by right. A memorial intended and framed to present the reason in the case is one thing, and proper; but of the hat-in-hand style there has been enough already.

What good has it done? None that I can see. The bicycle is still a "nuisance:" the hostility of horsey-men is as pronounced as ever; sheer selfishness, with or without professions of piety, is as selfish as ever. It is, for example, a long Lane that has no turning. Be it long, or short, blind, narrow, or otherwise, the turn is not visible.

"Commissioner Wales had a tilt with Commissioner Lane during the proceedings, in which the statements of the latter in regard to the erection of a refreshment house for skaters in Central Park last winter were pronounced false." This sentence immediately precedes the one quoted at the opening of this article. The present Board has been at loggerheads from the first, and it is not likely that anything better will be had till the last.

As the practical response of this Board to the Meet—the lesson of which, as to the character of the wheel and its riders, every wheelman who attended it read for himself in the unmarred success of the occasion and the heartiness and goodwill of Boston's welcome—the report in favor of opening a passage through Central Park "was not adopted." There are other ways of taking up this matter—is it not about time they were resorted to? Conciliation, remonstrance and patient waiting should of course be tried first; but have these not been tried to the full, and are these not about exhausted?

J. W.

THE LEAGUE MEET.

The first indications of the approaching Meet was the sight of wheelmen pouring into the city on Saturday morning, from the depots, and suburbs. The rain the night previous, compelled the change of the plans of many clubs whose intention was to "ride to Boston," like true pilgrims. The Providence Club took the train to Canton and from there enjoyed a pleasant run of eighteen and one-half miles to the Brunswick, where they were quartered. The New York clubs to the number of fifty arrived by train. The New York men making the Brunswick their place of abode, the Manhattan and Essex clubs stopping at the Vendome. The Worcester club started to ride but were compelled to go by train on account of the rain, but arrived at the Vendome in good form after witnessing the Beacon Park races.

About half past one in the afternoon, wheelmen were seen singly, in couples, or perhaps a detachment of some club, trying to find the road to Beacon Park. The writer had the good fortune to meet the Consul from Lowell, and under his care was safely piloted to the grounds. There were all the prominent shining lights known to the bicycling world. London W., Jack Easy and President Bates, of Detroit; Telzah, W. Heel, Ixion, N. Y. Z., Long Jo., the busy scribe of the *World* (yer 'and Louis), the president of the League, the genial representative of the manufacturing interests, and others too numerous to mention. But let us not forget the Montreal club, to the number of five, who showed their appreciation of the League by their presence.

Sunday was observed quietly, a number of wheelmen attending divine service in the morning, and indulging in a quiet spin in the afternoon. The B. T. C. men and a few invited guests ran to the Blue Bell under the leadership of Mr. Frank Weston, the chief consul. The League consuls wheeled to Waltham. The evening was spent in wire-pulling on the part of some of the clubs, with varying success.

Monday the great day of the parade dawned bright and clear, and old Sol was not backward in bestowing his rays. The streets in the vicinity of the Brunswick and Vendome Hotels were lined with spectators, clubs were wheeling into position and after stacking machines would seek the seclusion the area granted, where a liberal supply of ice water could be obtained if requested. At 10:45 A. M. the different divisions were reviewed by the commander of the League, and the marshals. At eleven the bugle sounded the mount, and the clubs wheeled in line by couples and the parade commenced.

The guides selected on this occasion were two men who were perfectly familiar with the route and had been over it a number of times and knew to a minute when to reach certain turns. In spite of this precaution the pace was alternately slow and fast, and only the excellent riding of the clubs prevented a complete demoralization of the line.

At Chandler street the commander and staff halted, and reviewed the wheelmen as they passed. Many of the clubs were cheered by the crowds that thronged the avenues. The Boston, Massachusetts, Manhattan, Providence and Brockton coming in for a large share of attention.

The following is the order of the parade. We regret that space does not permit of an extended description of uniforms.

Commander—C. K. Munroe, of the New York Club (blue badge, with silver C in wreath).

MARSHALS.

(WHITE BADGE, GOLD LETTER M.)

Colonel Albert A. Pope, of the Boston Club.
 Captain William M. Wright, of the Mercury Club, New York.
 Captain A. B. Turner, of the Crescent Club, Boston.
 Philip Timpson, of the Manhattan Club, New York.
 A. Ely, Jr., of the Cleveland (Ohio) Club.
 W. A. Tufts, of the Westbourne Club, London, England.
 J. S. Webber, of the Gloucester (Mass.) Club.
 E. J. Warring, of the Keystone (Pittsburg, Pa.) Club.
 Bugler, J. Frank Burrill, of Manhattan Club.

FIRST DIVISION.

Division commander, E. C. Hodges (crimson badge, with gold letter D).

Boston Bicycle Club, 26 men. Captain, E. C. Hodges; first lieutenant, N. T. Kidder; second lieutenant, A. L. Woodman; color-bearer, G. Q. Woodward; bugler, H. S. Kempton. Colors, red, white and blue.

New York Bicycle Club, 14 men. Captain C. K. Munroe, commander of the League; first lieutenant, R. R. Haydock, acting captain; second lieutenant, Downing Vaux; surgeon, J. Mears. Colors, black and red.

Massachusetts Bicycle Club, 38 men. Captain E. W. Pope; first lieutenant, C. P. Shillaber; second lieutenant, W. S. Slocum; bugler, J. T. Dyer; standard-bearer, H. M. Pope. Color, crimson.

New Haven Bicycle Club, 13 men. Captain, S. A. Marsden; first lieutenant, F. C. Tuttle; second lieutenant, F. W. Hinman; bugler, J. H. Parish; surgeon, Dr. Rust. Colors, red and blue.

Essex Club, of Newark, N. J., 11 men. Captain L. H. Johnson; senior sub-captain, R. C. Bedell. Colors light blue and maroon.

Philadelphia (Pa.), Bicycle Club, 3 men. Captain, H. R. Lewis. Colors, red and blue.

Crescent Bicycle Club, Boston, Mass., 24 men. Captain, A. B. Turner, acting marshal; first lieutenant, F. B. Carpenter, acting captain; second lieutenant, W. D. Mandell; bugler, H. W. Keyes. Colors, navy blue, silver, and gold.

Saratoga Bicycle Club, Saratoga Springs, N. Y., 2 men. Acting captain A. R. McNair, secretary. Colors, dark blue.

Chelsea Bicycle Club, 33 men. Captain, Charles E. Walker;

sub-captain, Charles H. Fowler, Jr.; first lieutenant, J. F. J. McBrown; second lieutenant, J. H. Eustace. Colors, cardinal and brown.

Germantown Bicycle Club, Philadelphia, Pa.; 9 men. Captain J. Pennell. Colors, black and yellow.

Worcester Bicycle Club, 17 men. Captain, Fred. S. Pratt; sub-captain, Walter V. Barnes; bugler, E. K. Hill. Color, Cardinal.

Yonkers, N. Y., Bicycle Club, 7 men. Captain S. B. Hawley; first lieutenant, H. O. Tallmadge; bugler, John Upham. Colors crimson and gold.

Wilkesbarre (Pa.) Bicycle Club, 7 men.

Marlboro Bicycle Club, 7 men. Captain, L. T. Frye; sub-captain, George Whittaker. Colors, blue.

Louisville (Ky.) Bicycle, 4 men. Acting captain, H. Beddo. Colors, red and white.

Buffalo (N. Y.) Bicycle Club, 9 men.

Detroit Bicycle Club, 1 man.

Capitol Club, of Washington, D. C., 3 men. Colors, dark blue.

Hartford (Conn.) Wheel Club, 11 men. Captain, Clark Lawrence. Color, blue.

Brattleboro, Vt., Bicycle Club, 3 men. Acting captain, A. W. Childs.

Brooklyn, N. Y., Bicycle Club, 8 men. Captain, W. F. Gul-len; first lieutenant, W. T. Wintringham. Colors, cherry and black.

Keystone Bicycle Club, Pittsburg, Pa. 1 man.

Montreal, Canada, Bicycle Club, 5 men. Captain, C. J. Sidney. Colors, blue and white.

Rockingham Bicycle Club, Portsmouth, N. H., 14 men. Captain, C. A. Hazlett; first lieutenant, C. A. Davis; second lieutenant, George M. Ayers. Colors, scarlet and white.

Portland Bicycle Club, 5 men. Captain, Henry R. Stickney; first lieutenant, Frank Larrabee; second lieutenant, F. N. Weeks. Colors, red and blue.

Hartford Bicycle Club, 11 men. Captain, R. C. Wander; senior sub-captain, F. C. Billings; junior sub-captain, H. S. Redfield. Color, Blue.

SECOND DIVISION.

Division commander, Kingman N. Putnam, of New York. Crimson badge, with gold letter D.

Aids—D. G. Rogers, H. C. Reed, of Milwaukee.

Bugler—Neilson Howard, white badge.

Providence Bicycle Club, 20 men. Captain W. H. Richmond; first lieutenant, J. A. Corse; bugler, Charles Howard.

Montgomery Bicycle Club, of Arlington, Mass., 7 men. Captain, Parmenter.

Framingham Bicycle Club, 6 men. Captain, George L. Hatch. Manhattan Bicycle Club, of New York, 18 men. Captain, P. F. Bruner; first lieutenant, R. Underhill; second lieutenant, R. Hurry. Colors, Royal purple and old gold.

Hermes Bicycle Club, Providence, R. I., 18 men. Captain, W. T. Nicholson, Jr.; first lieutenant, Frank Mauran, Jr.

Chicago, Ill., Bicycle Club, 3 men. Acting captain, George H. Craig.

Waltham Bicycle Club, 25 men. Captain, C. W. Sewall; first lieutenant, L. G. Staples.

Two tricycles were ridden by members of the Waltham Club. Haverhill Bicycle Club, 8 men. Captain, C. H. Goodwin; first lieutenant, Tenney White.

Brockton Bicycle club, 18 men. Captain, F. H. Johnson; first lieutenant, W. B. Swett.

Albany, N. Y. Bicycle Club, 8 men. Captain, Scattergood.

Baltimore, Md., Bicycle Club, 2 men. Captain, ———.

Milwaukee, Wis., Bicycle Club, 2 men. Captains, Rogers and Reed.

New Britain, Conn., Wheel Club, 5 men. Captain, W. A. Dwight; first lieutenant, Geo. W. Corbin.

Roxbury Bicycle Club, 11 men. Captain John R. Heard; first lieutenant, C. E. Lord.

Lennox Bicycle Club, New York, 4 men. No officers.

Mercury Bicycle Club, New York, 8 men. Lieut. T. E. Brown, Jr., acting captain.

Columbia Bicycle Club, North Attleboro, 12 men. Captain. Thomas Bell.

Star Bicycle Club, Lynn, 15 men. Captain A. W. Fuller; first lieut., Frank Winship.

Pequonock Wheel Club of West Bridgeport, Conn., 4 men. E. J. Morgan, acting captain.

Hawthorne Bicycle Club of Salem, 12 men. Captain L. C. Packard.

Stoneham Bicycle Club, 10 men. Captain H. F. Sheldon; Middlesex Bicycle Club of Malden, 10 men. Captain C. R. Winslow.

Kings County Wheel Club, Brooklyn, 2 men. President, George F. Brown; captain, John Clark.

Massachusetts Agricultural College, Amherst, Mass., 4 men. Captain, A. Whittaker.

Lawrence Bicycle Club, 10 men. Captain, R. F. Manders; acting first lieutenant, E. E. Branch.

Waterbury (Conn.) Bicycle Club, 4 men. Captain Hamilton Pequot Bicycle Club, New Haven, Conn., 4 men. Captain F. S. Newcomb.

Amherst Bicycle Club, Amherst College, 5 men. Captain, B. Blatchford.

Susquehanna Bicycle Club, Susquehanna, Pa., 2 men. Captain, T. A. Hayward; President, F. A. Miller.

Eolius Wheel Club, 11 men. Captain, Theodore P. Brown. Syracuse Bicycle Club, Syracuse, N. Y., 2 men. Captain, W. H. Olmsted.

Canandaigua Bicycle Club, Canandaigua, N. Y., 2 men. Captain, A. G. Coleman.

THIRD DIVISION.

Division commander, S. T. Clark, of Baltimore. (Crimson badge, with gold letter D.)

Aids—Edmund Putnam, of Beverly; J. L. Ayer, of Boston; R. A. Fairfield, of Saco, Me.; and N. Tyler Morse, of Beverly, Mass.

In the third division were over one hundred and thirty unattached wheelmen, many of them representing clubs in the various parts of the country.

The following organizations completed the parade:

Thorndike Bicycle Club, of Beverly, Mass., 12 men. No officers.

Harvard Bicycle Club, Cambridge, 12 men. Captain, J. H. Taylor; acting first lieutenant, R. B. Moffat.

Phillips Bicycle Club, Phillips Academy, Andover, Mass., 12 men. Captain, J. W. Atwood; first lieutenant, E. J. Phelps.

Hub Bicycle Club, of Boston, 12 men. Captain, W. S. Tufts first lieutenant, C. B. Mudge.

Massachusetts Institute of Technology, 6 men. Captain A. S. Pratt; first lieutenant, S. N. Munn.

[To be Continued.]

RACES AT BEACON PARK.

The announcement that the Beacon Park Athletic and Driving Association would give on Saturday, May 28th, gold and silver medals to winners of quarter-mile, half-mile, mile and two-mile bicycle races, attracted a large number of wheelmen who had arrived that morning, and two or three hundred spectators.

The grounds are pleasantly situated near Boston, and within easy riding distance. The track is a quarter-mile circuit with easy turns, and was in average condition, but hardly suited for any fast time. The judges were Chas. E. Pratt, E. C. Hodges, Boston Bi. C., and Capt. E. W. Pope, Mass. Bi. C. E. C. Churchill and J. S. Dean officiated as time-keepers, and C. P. Shillaber gave satisfaction as clerk of the course.

QUARTER-MILE DASH.

About seven men came to the scratch, but without the customary numbers, and it was often difficult to distinguish one from the other. Lewis T. Frye, of Marlboro, had the pole, and when the word was given started off at a fine pace and was never headed. Chas. W. Sewall, Waltham Bi. C., second, and L. G. Ashley, Chelsea Bi. C., third. Time of the winner, 47 1-2 seconds; second, 48 1-4 seconds; third, 49 seconds.

HALF-MILE DASH.

The half-mile dash brought out Chas. W. Sewall, Waltham Bi. C.; D. Nash Mitchell, Walter O. Faulkner, Star Bi. C., and Lewis T. Frye, Marlboro Bi. C.; the men taking positions in the order named. Frye was the first to get away and the others were well bunched together. Mitchell caught a cropper on the first turn, but was not hurt. Faulkner pressed Frye for the lead but could not pass him, and Frye crossed the line a winner by two feet in 1m. 42s. Faulkner's time, 1m. 42 1-8s., and Sewall a close third in 1m. 43s.

ONE-MILE RACE.

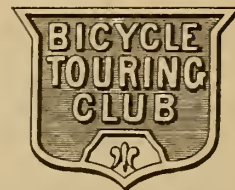
The one-mile race promised to be interesting owing to the large number of entries. L. H. Johnson was on the ground, but did not start. Wm. M. Woodside, Manhattan Bi. C.; C. S. Nauss, Waltham Bi. C.; Jos. Lafon, Manhattan Bi. C., and Lewis T. Frye, Marlboro Bi. C., came to the scratch and got away in the order named. Woodside soon left the others behind and Lafon and Nauss collided and in falling upset Frye, who was just taking the lead. Nauss and Frye pluckily remounted and finished. Woodside came in as he pleased in 3m. 36 3-4s., Frye second in 4m. 13s.

TWO-MILE RACE.

This proved the most interesting race of the day. Faulkner, Frye, Woodside and Sewall starting. Faulkner took the lead at the start closely followed by Frye and Woodside. This order of things was kept up until the third lap, when the pace began to tell on the plucky Frye, and Woodside took second place followed by Sewall.

About the fifth lap Woodside began to force the pace and went to the front with Sewall second. On the last lap Sewall made an effort to spurt past Woodside, but William put on steam and came in with a rush in 6m. 52 1-2s., Sewall's time was 6m. 54 1-2s., Faulkner's, 6m. 55 1-2s.

The two-mile professional race advertised, proved a fizzle, and Prof. Rollinson made an attempt to beat 3m. 25s. for a mile, but only accomplished 3m. 37 1-2s. In justice to Mr. Rollinson we will say that the track had been rather cut up by the previous races and collisions, and as he had no one to compete against, the time was good. After the parade the various clubs formed in line and rode to their respective headquarters.



THE BICYCLE TOURING CLUB, as the International Organization of Wheelmen amateurs, occupies, in relation to kindred sports, a similar position to that of Freemasonry to other kindred societies. Wherever the "wheel" rolls, the B. T. C. is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the Wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names at present on its roll of membership.

The annual fee is two shillings and sixpence (about 62 1-2 cents), and there is no initiation fee except the cost of the Club Badge of silver which is six shillings and sixpence (say \$1 62 1-2 cents).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the Chief Consul direct, who will forward same to the executive in England.

Applications for membership should be accompanied by a P. O. O. for \$2 50, (which will cover the cost of International P. O. O., of silver badge, and of membership ticket), and should be endorsed by some member of the B. T. C.

FRANK W. WESTON,
Chief Consul, U. S. A.

Savin Hill, May 25, 1881.

Boston, Mass.

All bicyclers should have the "Wheelman's Log Book." Price 25 cents. Fred. Jenkins, publisher, 75 Fulton street, New York.

Vol. 1.]

THE WHEEL.

[No. 19]

RATES AND TERMS.

THE WHEEL is published regularly on alternate Wednesday mornings and will be forwarded, postage prepaid, to any address for one year on receipt of \$1.25, invariably in advance. European subscription 7s. Remittances should be by draft, Post Office money order or registered letter, directed to Fred. Jenkins, 75 Fulton Street, New York City, N. Y. Our rates for advertising, which are reasonable will be furnished upon application. Special rates made for continued insertions,

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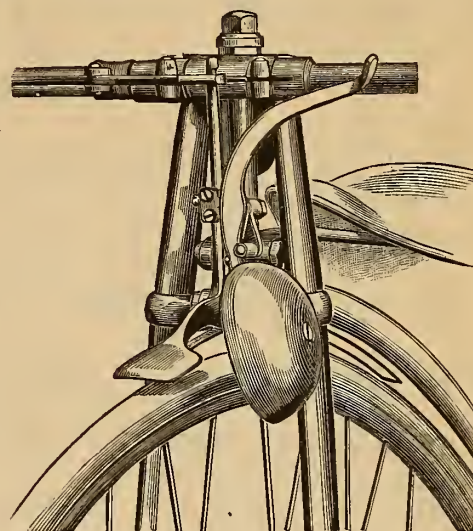
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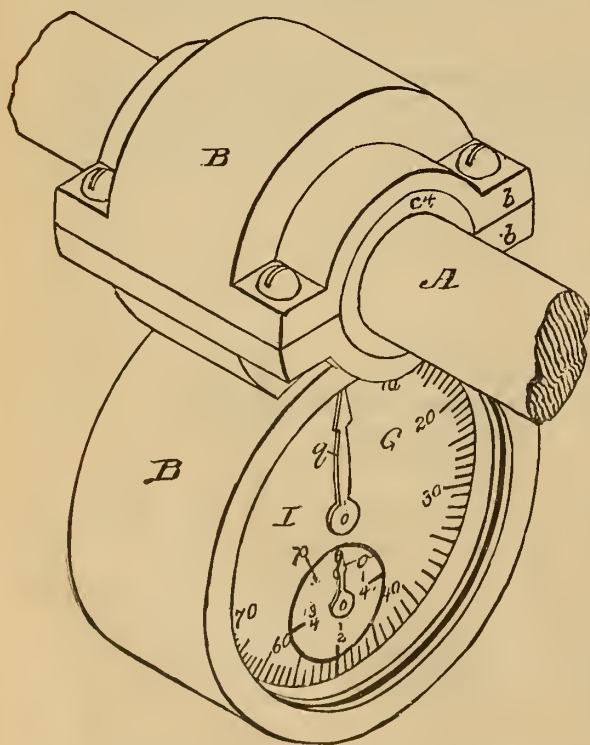
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