

# THE WHEEL

## A JOURNAL OF CYCLING

VOL. IV.—No. I.—WHOLE NUMBER 79.]

NEW YORK, APRIL 6, 1883.

{ Subscription, \$1.50 a year.  
{ Single Copies, 5 cents.

### WHEEL GOSSIP.

We understand that some Boston man has invented a bicycle whistle. The air is compressed in the backbone of the machine near the rear wheel. A bugle should be next in order.

The N. Y. *Evening Post* says: "Concerning the recent decision of the Supreme Court of New York, affirming the constitutionality of the city ordinance prohibiting bicycle riding in Central Park, bicyclers are as much entitled to consideration and provision for their enjoyment as the owners of carriages and light wagons. Discrimination against them on the ground that their vehicle is peculiar, is simply absurd. To permit the owner of a light wagon to use it on any highway from which the bicyclist is excluded is an abuse of power, unless it can be justified by the plea that the Park roads are not wide enough for all, and that as the horse owners first got possession of them, they are entitled to keep it. The argument that bicycles frighten horses will not hold water, because it is untrue in point of fact. They frighten some horses, but so do wheelbarrows, and women with parasols.

Mr. Samuel A. Miles, of New York, is in the city, making arrangements for a grand bicycle and exhibition tournament, to be held at Power Hall on the 13th and 14th of this month. The champion of America, John S. Prince, and W. M. Woodside, champion of Ireland, will participate.

The programme for the first day will comprise a twenty-mile professional race open to all comers, and a ten-mile amateur race for gold and silver medals; fancy riding by experts from Springfield, Ill., Messrs. Barrett and Cooke, and a club drill by the Cincinnati Bicycle Club. The programme for the second day will comprise a two-mile amateur race, fancy riding, club drill by the local club, and five and ten-mile races, open to professionals.

The three professional races will be for a purse of \$300, and the winner of two events will be entitled to the whole purse. The tournament will be directly under the auspices and management of the Cincinnati Club. Prince and Woodside will both be here at least a week before the races come off, to train for the occasion.



This will be a splendid entertainment, and will afford Cincinnatians an opportunity to witness the performances of the very best wheelmen in the country.

The fourth meet of the bicycle tournament given by the Cincinnati Bicycle Club will be held at Music Hall on Thursday evening. The club desire that ladies shall occupy the front seats, and suggest to their escorts that they arrive fully fifteen minutes before eight o'clock. —*Cin. Times-Star.*

President Miller stopped here a couple of days on his way home from the League meeting at Worcester.

The Massachusetts Club could only turn out four men at their run on the 30th. This will never do.

The captain and another member of the

Canandaigua (N. Y.) Bi. C., with their wheels, have been enjoying their trip to California.

We hear that England's professional champion, Keen, will accept Prince's challenge to match him against Frye for \$500 stakes, the race to come off within three months, on any good track in America.

Atkinson and Gilbert will not offer the prizes for professional bicycling.

Prince offers to ride a relay race of 20 miles against Young and Wilson, they each to relieve each other every five miles. Meanwhile he has gone to Cincinnati.

It is rumored that A. M. Gooch, of Newton, intends giving up the manufacture of bicycles, and embarking in some other kind of business.

The following challenge has been issued:—LOUISVILLE, March 25, 1883. *Mr. Charles Jenkins:* I hereby challenge you to ride me a fancy riding match at any place or time for the championship of Louisville and a \$20 medal. WILL T. FRANCKE.

LOUISVILLE, March 31, 1883.—*Mr. W. T. Francke:* Your challenge accepted. Place, Exposition, corner Fourth and Chestnut Streets; time, 10:30 to-morrow morning. The judges to be selected from the bicyclers in attendance. As to medal, I will give you a medal to ride against me, and if you beat me, which is impossible, will give you a new wheel. CHAS. H. JENKINS.

Mr. Jas. Underwood, of the Boston and Roxbury Clubs, intends riding a tricycle this season.

The following are the recently elected officers of the Roxbury B. C.: Captain, R. W. Davenport; Sub-Capt., W. H. Bellows; Sec. and Treas., J. H. Heard.

Green, of Shelby, is reported as having crawled into a hole and pulled the hole after him.

The L.A.W. election, in Massachusetts, has the interest of contest. It also has an interest of illustration, which we may soon point out.

By-the-way, isn't it funny to see how some object to the veteran, Mr. Hill, because he is one of a firm of bicycle agents, and press their candidate, Mr. Ducker—who is himself an agent for the "Sanspareil"?

The *Wheelman* is to be congratulated upon its artistic taste in the choice of a new cover. The editorials in its April number show that



its editors can handle subjects vigorously, as well as entertainingly. Don't you think so, Mr. Sturmeys?

We notice great business on every hand—the C.T.C. officers are busy; the L.A.W. officers are busy; the clubs are busy, the dealers are busy; and the editors are always busy. Now, let our valued correspondents and contributors show us that they are busy.

An esteemed occasional correspondent suggests the establishment "of a menagerie, into which might be put, and then exhibited in all their animal ferociousness, the Capital 'Klub Kat' and the Boston Club 'animal,' and numerous other creatures, who continually scratch and smirch other clubs and people," etc. We have not space for it entire, and we doubt whether it would tend to lessen the "bickering and backbiting" he complains of.

"Of the two tickets for State L.A.W. officers, in Massachusetts," says another correspondent, "one appears to be headed by a 'Yale' man and the other by a 'Sanspareil' man; one to be a veteran League ticket, and the other a recruit 'opposition' ticket—anti-Mass. Bi. C. ticket, anti-Parsons, pro-World ticket."

At the funeral of Herbert S. Rogers, a member of the Kings County Wheelmen, the club presented a floral tribute in the shape of a wheel. Six of the club acted as pall-bearers.

The Bay State Wheel Club elected the following officers, March 29th, 1883, to serve until January 1, 1884: Captain, C. C. Billings; Lieutenant, H. W. Thompson; Secretary and Treasurer, Frank R. Miller.

We have often wondered at the attachment of Treasurer Gilman for the League, and the problem has at last been satisfactorily solved. We learn, from good authority, that the genial treasurer is engaged to a Miss Lizzie A. Whitney, the pioneer tricyclienne of N. H., and the intelligent reader does not need be told that her initials stand for the L.A.W.

The bicycle clubs of the Western part of Michigan will rendezvous at Ann Arbor, June 30th, and wheel to Detroit on the following Sunday. The next day the entire party, increased by the clubs of the Eastern part of the State, will cross into Canada and ride to Niagara Falls and Buffalo. The return will be by way of Cleveland. The wheelmen expect to do the entire distance in twelve days.

The Chicago Bicycle Club have voted a perpetual five-mile challenge medal, valued at \$50. The loser of every race must add a bar with the proper inscription thereon. The medal can be raced for every thirty days. They have also voted a medal for the member who rides the greatest number of miles during 1883. The cyclometer records the distance, and must be turned in every month.

Lewis T. Frye, the popular professional, was accorded an honorable discharge from the League of American Wheelmen, he having endeavored to obtain the sanction of the League before riding Prince.

The April number of the *Wheelman* appears in a new cover, which greatly adds to its appearance. It is brimful of choice articles, and in point of illustrations is only second to the well-known *Century*.

Prince is hardly satisfied with the result of his recent twenty-mile race, and is arranging for another tournament. Woodside is getting in excellent trim, and is reported to have done a ten-mile practice spin in 32 min. 50 sec.

#### NEW JERSEY ELECTION.

NEW BRUNSWICK, N. J., April 3d, 1883.

*Editor of the Wheel:* Without my consent or knowledge, my name has been brought before the New Jersey Wheelmen as a candidate for

the office of Representative to the L.A.W. As I would be unable to give it the proper attention, I beg that my friends will not consider me a candidate for said office:

Fraternally yours, C. D. SNEDEKER.

#### MEETING OF THE N. Y. WHEELMEN.

After the return of the delegates to the Worcester Convention, it was decided that the best way to obtain the opinions of the New York Wheelmen, in regard to the League Meet, would be to issue a general call to all League members and wheelmen of New York and vicinity, and effect some organization. The following circular was issued and distributed among the various clubs:

NEW YORK, March 30th, 1883.

*Gentlemen:* The Board of Officers, L.A.W., having selected New York as the place for the next Annual Meet, to be held Monday, May 28th, it becomes necessary to make suitable arrangements for the reception and entertainment of the visitors, and, to that end, a general meeting of all wheelmen will be held on Tuesday, April 3d, at 8 p.m., at the rooms of the Citizens Bicycle Club, 2 E. 60th Street, for the purpose of appointing committees to arrange the details of the Meet.

We feel that a successful Meet will tend to help our Park case. The Commissioners have granted the use of Riverside Drive for the parade, and we hope to also secure a portion of Central Park. The time has arrived to demonstrate to the people of the city of New York the character of the wheelmen of America, and we earnestly request your attendance, and hope you will bring your 'cycling friends with you. We can do nothing without united action, and trust that this will meet with a ready response from the various club-men in New York and vicinity, as well as the unattached.

Yours, fraternally,

N. MALON BECKWITH, C.C., N.Y. State.

FRED. G. BOURNE, S.C. Cyclist T. Club.

FRANK EAGAN, Pres. Ixion Bi. Club.

FRED. JENKINS, Editor WHEEL.

EDWIN W. ADAMS, Secretary N. Y. Club.

T. C. SMITH, Sec. Citizens Bi.C., et al.

This resulted in attracting a large and enthusiastic gathering at the Citizens' rooms last Tuesday, there being upward of one hundred representatives from the following clubs: New York, Ixion, Kings County Wheelmen, Essex, Hackensack, Mt. Vernon, Long Island Wheelmen and Citizens. The Brooklyn Club were unable to attend on account of their annual meeting and dinner, but sent word that they would do their share in furthering the interests of the League, and would contribute the amount of \$50. towards the expenses. We have received the following report from the Secretary of the meeting, Mr. B. G. Sanford:

The meeting of the wheelmen of New York City and vicinity called for Tuesday evening, April 3d, was called to order at the rooms of the Citizens Bicycle Club, at 8.45 p.m.

On motion of Dr. Beckwith, Dr. T. McK Brown was unanimously nominated to the chair. Object of the meeting was stated by Fred. Jenkins, of the WHEEL, to be on the subject of the League Meet as the result of the officers convention at Worcester. Dr. Beckwith reports on the Worcester Convention, and says that the feeling was in favor of New York, but when they had to change the date they objected at first, but after hearing reasons advanced by himself (Beckwith) in regard to the military parade on Decoration day, they finally voted to have it on the 28th of May. He then advances the opinion that the first thing to do is to raise the necessary funds for said Meet in its reception here, and that the present meeting is called for such purpose, and asks for propositions from the riders present.

Mr. Nelson, of the Citizens, rises to enquire for what purpose the money is to be raised.—Answered by Dr. Beckwith to the effect that it is to be used in the renting of the American Institute, in the costs of arranging transportation in the expenditures for printing, such as circulars, advertisements, etc., and also in the various incidentals certain to arise in the entertaining of such a number of wheelmen.

Mr. Knight, of the Essex Co. rises to inquire why the L.A.W. does not itself assume the expenses of the Meet. Replied to by Mr. Jenkins, that it has been the custom established by precedents that same be paid by the resident wheelmen of the city in which the Meet is held, and he names \$1,000 as the probable sum needed to be raised.

Mr. Pitman gives it as his opinion that the New York wheelmen should not assume the costs of transportation.

Mr. Mason offers the use of his hall for meetings, storage, etc., etc.

Finally, after considerable debate, the following sub-committees were named by Mr. Wells as needful for the proper conduct of the Meet, viz.:—Parade, Storage, Finance, Press and Correspondence, Transportation, Reception, Hotel, and on motion the Chair was authorized to appoint men to serve on such committees. A recess was then taken for five minutes to enable the Chair to make out the slate.

On business being resumed the committee, with their man as nominated by the Chair, read as follows:

*Parade.*—Beckwith, Chairman, 21 West 37th st.: Pitman, James and Bidwell.

*Storage.*—Smith (T.C.), Chairman, 40 Warren st.: Roy and Mason.

*Finance.*—Nelson, Chairman, 87 Gold st.: Adams and Pool.

*Press and Corr.*—Jenkins, Chairman, Box 44: Sanford, Shriver and Newman.

*Transportation.*—Egan, Chairman: 38 Broadway: Conklin and Drake.

*Reception.*—Bourne, Chairman, 25 West 23d st.: Farquhar, Knight, Clapp, Newman, Baldwin (S. W.) and Kitching.

*Hotel.*—Bryant, Chairman, 12 Maiden Lane: Oliver and Jones.

It was then moved and seconded that the chairman of the different committees be appointed a committee on the whole to superintend the parade and the preliminary business, Carried.

Moved and seconded that the Finance Committee open subscription papers for the clubs and unattached riders represented or present, during a ten minutes recess which was called for the purpose; which motion was duly carried and the subscription opened. The result showed subscriptions from the clubs represented as follows:—

Citizens, \$300; New York's \$300; Ixions, \$100; Mt. Vernon's \$100; Kings Co. Wheelman, \$100; besides these a subscription offered by an unknown party of \$100; these being exclusive of the subscriptions of the unattached yet to be heard from.

Motion was made by Mr. Egan that a day be set apart on which the committee of the whole should meet to elect a chairman and hold a consultation; amended by Mr. Smith to effect that it be held at once; amendment offered to this amendment by Mr. Jenkins to effect that as Dr. Beckwith had been appointed the chairman of any such committee, the motion be set aside.

Motion was accordingly withdrawn, and Monday next, April 9th, named by Dr. Beckwith for such meeting, to be held at 8 o'clock p. m. at the rooms of the Citizens Bi. Club.

On motion a vote of thanks was extended to the Chairman and Secretary of the present



meeting for their services, and also to the Rev. H. B. Chapin for the use of rooms over the Citizens Club, to which the meeting had adjourned.

On motion the meeting then adjourned.

B. G. SANFORD, Sect'y.

April 3d, 1833.

## CORRESPONDENCE.

ALBANY, N. Y., March 27th, 1833.

*Editor of the Wheel:* We are still kept indoors by this abominable weather, but enthusiasm is at the highest pitch among our club members. Vine and Gallien opened the Spring riding yesterday by taking a run on the Boulevard, but found it rather rough.

At our next meeting, which is to be held at Secretary Gallien's residence, we elect another new member, Mr. R. P. Thorn, and receive applications from a number who contemplate learning to master the steely steed.

Our Secretary leaves during the next month for Minnesota, where he intends to go extensively into farming and stock raising, and takes this means of enjoying a sociable evening with the boys before leaving.

The committee appointed to select suitable cloth for our new uniform and the makers have reported in favor of French & Johnson of Albany, and the suit will be as follows: Navy blue cheviot throughout. Low cap with visor and club monogram on front with silver cord. Short jacket with cadet collar and braided across front. Knickerbockers braided down side, ribbed stockings and black shoes. The officers are to be distinguished by the following insignia worked in silk on the collar: Captain, three cardinal stars; Sub-Captain, two light blue stars; Bugler, buglet in gold; Standard Bearer, standard in magenta and white (club colors); Surgeon, design in green and yellow.

We think this will make a very nifty suit.

President Shanks has ordered his new mount—a 54-inch Bi. Challenge—which, by the way, seems to be the favorite in this section, and Mr. Wheeler, whose Star machine was burned recently, intends ordering a 60-incher of the same pattern.

Four of the members, Cole, Brooks, Holdridge and Wheeler participated with others in a straw ride to Coeyman's, Friday evening, and had an immense time as they said. When they left the hotel at Coeyman's they gave the genial landlord our club cheer, "Who is Geo. Washington?" greatly astonishing the natives present.

Holdridge, Wheeler and Gallien are going to take part in some private theatricals at Mr. Wheeler's residence very soon, and may be seen reciting their parts to themselves during every spare moment.

We were very sorry to hear that the General Term had sustained Judge Lawrence in his decision against bicyclers riding in your park, but we have one consolation in knowing that others are in the same fix as ourselves now.

It is snowing as I pen this, and so our prospects for riding are still more distant.

Hoping these few bits of news will interest some, and knowing they will tire others, I am still the

KLUB KICKER.

## "HE WOULD BE A REX."

Always on the alert for the making of a convert to ours, the noblest of sports, I had for a long time dilated upon its beauties and the ease of its acquisition to a friend of mine, and urged him to visit Mason's and take the first degree in the order of the "Knights of the Steely Steed." His ambition, fired by my glowing accounts of moonlight nights and sunlit days spent in the saddle in far-spread ram-

bles through leafy roads, etc., at last induced him to undergo the ordeal, and soon he blossomed into an expert on an Expert, and many and varied were the thrilling experiences he narrated of his skill and daring as a fancy rider. I lost track of him for some time, and he had almost past from my memory, when entering the club room one night there met my gaze an object which seemed to be the remnants of a man who had just come out of a Græco-Roman wrestling match with a threshing machine. His face was profusely decorated with white court-plaster, laid on in Geneva crosses, asterisks, and other æsthetic designs, and one eye was rendered impressive by a green baize blinder. His hat rested on the top of his head in an unnatural position that suggested a bruised cranium, and one wrist was bound with a cotton rag. His expression was that of a man who had been wronged, and sincerely needed sympathy. Twice essayed he to grasp my extended hand and twice did his damaged arm refuse to do its duty, when seeing his dilapidated condition I questioned him as to whence came this threatened disintegration of himself, when softly, like the whispered words of a new spring poet, came the response, "I am practicing the one wheel act."

SELAH.

## GOSSIP FROM THE KLUB KAT.

"There was a sound of revelry by night,  
And fair Columbia had gathered then  
Her Beauty and her Biklery, and bright  
The lamps shone o'er fair women and brave men;

A thousand hearts beat happily; and when  
Music arose with its voluptuous swell,  
Soft eyes looked love to eyes which spoke again,  
And all went merry as a marriage bell."

Just think, Fred, of three hundred of Washington's prettiest girls, of the manly representatives of the Maryland, Ixion, Boston and Capital Clubs and you have the poet's ideal when he spoke of "fair women and brave men." As to soft eyes speaking love and so on, I can't say, as I danced but once, being an oldster, and that was with a married lady. But really, it carried me back to early days, and I lost my old case-hardened heart twenty times in the first twenty minutes, so ravishing were the toilets and so artistically had the "Bloom of Youth" been laid on.

It was a very characteristic wheel ball. Look where you would and you met with constant reminders of the fact,—wheel banners and emblems, wheel portraits, wheels themselves and the men who ride them, and glaring down upon the whole scene with an expression fiendish to the uttermost to the uninitiated, but benevolently beneficent to those who know him, that glorious being—the Klub Kat. The guests from other wheel clubs were Esterbrook of the Boston, Wheeler of the Ixion, Le Cato, Strand, Chesney, J. D. Lord, J. W. Lord of the Maryland and Hart of the Washington Cycle.

Wheeler was inspired and went home brimming over with Washington and declaring that he would write us up in the *Wheel* as the best club in America. But we are modest, and if we can only keep within hailing distance of the northern clubs we shall be more than satisfied. We are doing the grand cause some good, however, down here in our corner, and our balls are always looked forward to as most prominent events in the variegated social life of the Washington season.

A club run of the Capital Club will be called in England some time in June. Sub-captain Max Hansmann, whom Shillaber of the Massachusetts has dignified by the sobriquet of "the handsome," sailed Saturday; Howell Stewart and his brother start in a couple of weeks; Bert Owen and Gus Tyler leave in May, and Jr.

Sub-captain Davis soon after. In spite of protests from all sides, Owen insists on taking his American Star.

Elections over in Baltimore have turned up a new set of officers for the Maryland club. I am right sorry to see Trego leave the Captaincy, but his successor, King, is an old athlete and boating man, and as a road rider has no superior in the club. Ned Jones, an old Capitalist, I learn, was made first Lieutenant. Shake hands, Ned, and remember you have the honor of K.K. to uphold.

Well, so the Meet is to be held in New York after all. We are just as non-committal as to our feelings on the result as we have been all along; but I will say this, that I know we shall all be heartily glad to welcome the League to Washington next year. In addition to the advantages which have been so kindly urged by Columbus, Marietta and others, as the next session of Congress is the long one, wheelmen will have a chance to see the noble body at its deliberations in May. The point of climate raised is absurd, as statistics show that the mercury here throughout the summer is lower than in New York, Philadelphia or Cincinnati, and from the time of its foundation the Capital Club has made an all-day run on the 30th of May.

How a nickname will stick to a man! I notice in the *Clipper* that my little friend, Percy Harris, of the Ixion, was entered for the Columbia games as "Treadwater." *Chic* to the contrary notwithstanding, I do not think his feet are so very big.

Neilson's recent attempt at the Boston races to pass himself off as an amateur, strikes me as a most astounding piece of impudence and I am glad the boys "caught on." But I must stop to take breath for a couple of weeks, when you may expect to hear from me again.

OLIVER.

CAMBRIDGE, O., March 23, 1833.

*Editor of the Wheel:*—Inclosed please find \$1.50 for subscription to THE WHEEL, as per inclosed bill, which please receipt and return. I have overlooked attending to this, and were my liking for your paper not so hearty and well developed, I might have so continued to wait responding. I like THE WHEEL first rate, and you have my sincere wish for your continued prosperity.

Instead of stopping with this, as a well-balanced youth probably would, I shall mention, with your permission, a few things that may be of interest to you as cyclists, if not as publishers and editors.

To begin with, prospects are good here for the introduction, in a permanent form, of the pleasant pastime of bicycling. Two machines are now here, one being an American Star, and the other being a Standard Columbia, mine; and two others, Columbias, fortunately, have been ordered; so we shall begin the summer's campaign with four wheels. Our roads here, with the exception of the abused and neglected National pike, which passes East and West through this county, are clay; and, consequently, like the little girl, that had a little curl right in the middle of her forehead, when they are good, they are very, very good, and when they are bad, are horrid. Already we have had several riding days, but at present we are having atrocious and unintelligible weather—probably an afterthought of Wiggins. We are not far from Zanesville, which has a large and prosperous club; or from Cadiz, which has several riders. Other towns in adjoining counties have bicyclers also; but the lack of roads such as make southern and western Ohio so delightful to traverse, tends to retard the growth of this sport in eastern Ohio.

I haven't had an opportunity to examine the



Star bicycle sufficiently to enable me to substitute for my prejudice against it an opinion based upon knowledge, or I would ask to add something to the interesting discussion for and against it in your columns. I would, however, like to make one query concerning the Star's much-vaunted ability to run over rough ground at a high rate of speed without giving its rider a header, and it is this, What does it profit a man if he ride ten miles an hour over rough ground, and thereby is made so sore he can't walk? I have found that I can safely ride on my Standard quite as fast over rough roads as I find either comfortable or desirable.

Yours fraternally, F. L. ROSEMOND.

### SPOKES FROM THE FAR WEST.

SANTA BARBARA, Cal., March 21st, 1883.

*Editor of the Wheel:* Here we are on the shores of the Pacific. Left Los Angeles on Monday. A two hours' run by rail and we reach San Pedro, ready to board the waiting steamer "Acron," bound North. We experienced a fresh nor'wester on the way up, much to the discomfort of some of the passengers. At 11 p.m. our vessel is chafing at the Santa Barbara wharf. My nephew, C. C. Hayes, and I mounted our wheels and distanced the 'bus over a strange road, one and one-half miles, to the Arlington, said to be the finest hotel in California, outside of San Francisco.

A run round the city the next morning fully satisfied us that it was a delightful place in which to sojourn for a few weeks. We find our wheels are more of a rarity here than in any other place we have visited. One or two skeletons of the old "bone-shakers" are still to be found here, but no one has ever before introduced the genuine "bike." I find the country roads not quite as good for riding here as they were at Los Angeles—more dusty, as it is longer since it has rained here. I have come to the conclusion that after April (the end of the racing season) the dust must be a serious obstacle to riding here. The roads in the city—that is, two and one-half miles long—are very good, and we are taking solid comfort with our wheels.

I was informed to-day that Mr. J. A. Ulman, of the Baltimore Bi. Club, had been here, and left, only the day before our arrival, for Monterey. I was told that he regretted not having his wheel here. The railroad not coming here, business seems very dead, but each fresh arrival of tourists by steamer adds new life to the place.

I was quite amused reading "Chic's" New York letter in the last *Bi. World*, just received. How he had got my brother-in-law, Dr. Hayes, mounted on a bicycle in place of his son. He never before came so near getting in a saddle. I do agree with you, Brother "Chic," that New York is the place for the next L.A. W. "Meet." In my estimation it, of all others, is the place that will receive the most benefit, and certainly that should be what we are working for. It would suit me best if it were held in San Francisco, for I expect to be there at that time. Not wishing to either weary or bore any one with a long letter, I think this is a good place to stop. RUEDA.

### THE FANCY RIDING EXPLAINED.

*Editor of the Wheel:* I notice a criticism in your last issue as to my announcement of Mr. Hendee's feat of riding one wheel. It was, certainly, not my intention to detract any of the honor due Rex. Smith, or any other bicycle rider, or to set up a priority claim in favor of Mr. Hendee, as I wish every rider to have his just due, and would not say one word to deceive the citizens of Springfield for the entire amount taken at the door that evening,

so I will venture a few words of explanation, and, if I am wrong, am willing and wish to be corrected.

In the first place, I do not recollect ever reading in any of the bicycling press of Mr. Smith riding as Mr. Hendee did; and, before announcing the fact, I asked some three or four prominent bicyclists, who had seen Rex. Smith ride, and they said the same, i.e.—some had seen him ride with a steel backbone, and others without, but none had ever seen him mount alone and unassisted, and ride around the hall, turning corners, standing still, and even riding backwards (although not performed that evening). I don't think our members any smarter than other bicyclists, but this much I do know, that any new trick performed on the wheel, Mr. Hendee will perform the feat inside of ten hours after hearing of it; while our youngest member, George Nash, 12 years, will perform the same feats. He can ride the one wheel, do the upside-down trick, etc., etc. Hoping, that with the above explanation, that Rex. Smith and the C. Bi. Club will see that I did not intend to detract from the laurels and honor due the Capital Bi. Club, and if I made a wrong statement, it was more through ignorance and not willfully, but simply to give Mr. Hendee the credit I had reason to think was due him. Yours truly,

HENRY E. DUCKER,

Pres. Springfield Bi. Club.

SPRINGFIELD, March 26th, 1883.

### OUR BOSTON LETTER.

Allow me to thank Nordlaw for his correction. It was not my intention to state that the gentlemen he mentions were in anyway antagonistic. Every one knows they are not. I still am of the opinion, however, that it would be possible to pair off the officers in a way that possibly would prove my statement. But let us drop the subject and believe, with Nordlaw, that the rivalry is ended. No one can take greater pleasure in the fact than I. It is not pleasant to have one's friends quarrel.

Sunday was a jolly day for the Hub wheelmen. Everything was bright and pleasant and spring-like. Bicyclists and tricyclists were out in full force, and seemed glad to find old winter's back broken at last; the Reservoir, the accustomed haunt, proved rough and sticky, but the Newtons offered a smooth, dry surface for the enjoyment of the wheelmen.

Now that spring has come in "for keeps," the Massachusetts Club has concluded to begin the riding season. Captain Clafin is at the South sick, but Lieutenant Chandler showed his metal by calling a run as soon as the Captain resigned the club into his hands.

The "ladies' night" at the Boston Club House was a complete success. Over a hundred couples enjoyed the hospitalities of the club during the evening. Socials like these will be more in form this year than heretofore, as our sweethearts and wives are rapidly joining the tricycling ranks, and will soon insist upon accompanying their better halves to all the cycling amusements.

There is likely to be a hard fight over the L.A.W. State officers. The Springfield Club is pushing its ticket with all energy. The Boston and Massachusetts Clubs are equally as energetic in their tickets' behalf, while the other smaller clubs are sitting on the fence in agony, not knowing on which side to drop. The Springfield ticket is a "split" of the "Bossachusetts" nomination, leaving off A. S. Parsons and E. K. Hill, and substituting H. E. Ducker and W. E. Gilman. The club says it has never failed in anything it undertook yet, and doesn't propose to fail in this. Many of the smaller clubs that attended the Meet at Springfield last season, and experienced what

a jolly good set of fellows the Springfielders are, will doubtless throw their votes for the "split" ticket, but the old conservative riders and clubs will compare the business ability and the experience of the two nominations and decide in favor of the straight ticket. I predict a victory for Mr. Hill and his friends.

Considerable dissatisfaction is expressed among the riders and racing men in regard to the result of the Prince vs. Four race. Many claim that the ball pedals awarded Young for the best five miles do not belong to him, as he made so unfair a start in the race, and many more say that there was no understanding between the starter and the two last men that the pistol should be fired at the beginning of the last mile, instead of at the last lap (you will remember that through this mistake Woodside dropped out of the race.) The betting men are bitter against the officers who had charge, and say Merrill the referee had no authority to declare all bets off, inasmuch as he had not consulted the judges as to their decision. The only person who seems to see a straight way out of the mess is Prince. He has challenged the four to run the race over again, under the same conditions.

Captain Clafin has gone to New Orleans for his health, leaving Eliot Norton, his great bicycling rival, at Harvard to train and race at his own sweet will. Champion Hendee has been stopping with us for a few days, but has showed up very little among the bicycling men. President Ducker, of Springfield, and Secretary Fennessy of the same, have been busy in our city preparing for their three days tournament next September. Wilmot is courting notoriety and engagements by exposing his fancy riding pictures in all the shop windows. Juvenis is seen riding his hopper around the Back Bay with as serious and solemn a face as though it was the greatest effort of his life. Rumor says that Frye will come on to the path this year with a heavy backer, and will race any one who cares to try him. If he does Prince will have to look out for squalls. The *Wheelman* comes to us this week with a brand new cover, and a spicy answer to Sturmeys' late article against the publication. Woodside is stopping with us waiting for something to turn up in racing circles. He will soon be accommodated.

The race between Prince and the "Four" will probably take place at the Casino. Atkinson and Gilbert will put up the stakes. Mr. Wilmot is to have charge of the bicycling department at the above-named pleasure resort during the summer.

League officers are thick in the city. President Miller, Representatives Lamson, Gilman and Shillaber are with us preparing for the officers' meeting at Worcester. Mr. Overman is also stopping here exhibiting his new tricycle.

All the clubs are making preparations for Fast day. The Bostons have their annual run, the Massachusetts B. C. runs to the Newtons, and the Ramblers hold a hare and hounds meet with Bugler Benson and H. M. Smith as hares.

PERCY.

CAMBRIDGE, March 24th, 1883.

### "OUR SPRINGFIELD LETTER."

Many of our Springfield wheelmen are now seen daily on our streets, and the first club run will soon be called. Eighteen new machines have come into the club this winter, including one Xtraordinary. It is rumored that a trike will soon appear with us, but I doubt it. Every member of the S. Bi. C. is very enthusiastic over the proposed three days tournament to come off next September. A guarantee fund is to be created of about ten thousand dollars,



half of which has already been taken. It is expected that no less than three thousand wheelmen will be present, and one prize of \$1,000 has already been given the club by a large manufacturing company of Boston to be competed for by amateurs in a twenty mile race. Our success last September encourages us immensely, and our leading citizens stand ready to lend a helping hand. I am very sorry, but I assure you we did not mean to take any glory from the Capital Bi. Club, and when President Ducker announced that Hendee was the only man who ever succeeded in riding one wheel unassisted, I thought he was right, because I never could find out that Rex Smith ever succeeded in mounting the wheel without assistance.

I witnessed the (great?) contest, at Boston, between Prince and the four men selected by Harry D. Hedger at the Institute last Saturday, and was in hopes to get a few points in regard to managing races, but was doomed to disappointment and came away perfectly disgusted. Owing to the many blunders the race was almost totally devoid of interest. Next time I will try New York. LIGGINS.

RUTLAND, March 26th, 1883.

*Editor of the Wheel:* Bicycling affairs are not very rushing just at present, on account of the weather, but we still manage to get up enthusiasm enough to go into our hall once in a while.

Our club numbers ten members now, but as one of them is out of town, perhaps we ought to say nine. We are an L.A.W. club and think we were once benefited by that fact, although it may have had nothing to do with our being left alone. The facts of the case are as follows: Some of the town authorities were debating whether or not they should stop our riding in the streets of the village. One of the gentlemen, meeting two of our number on the street, one day, asked them whether, if they, the authorities, attempted to do so we would fight it; we said "certainly we will." He then wished to know if we thought we would succeed; we told him we could give precedents where others had succeeded, and we were pretty confident that we could. We then told him about the majesty of the L.A.W. of which we were all members, saying it was an organization of wheelmen banded together for mutual protection, and that we would be backed up by the entire membership of some 2,500 members. Perhaps we overstated things a little, as I don't know of any club ever receiving help from the L.A.W. in any such case (perhaps none ever applied); at any rate we gained our point, as we have heard nothing from them since.

We have some members in our club who expect to try for the 100 or 150 miles in twenty-four hours this season, and as there are some very fine roads in the vicinity of Rutland, I think they have every chance of succeeding. We are talking of getting up a bicycle camp at Lake Sunapee in New Hampshire, and expect to go about July 1st. If there are any wheelmen who would like to join us, they can write to C. G. Ross, Secretary, Rutland Bicycle Club, and we can assure them they will be welcome, and we will try and have a pleasant time. We intend to stay two or three weeks, making occasional runs into the country, and having a good time generally.

Hoping some of the votaries of the silent steed will decide to go with us, I remain,

Yours 'cyclingly, NICK L.

PHILADELPHIA, March 30th, 1883.

*Editor of the Wheel:* Noticing a paragraph in your issue of this week which mentions the 28th of May as the probable date for the League

Meet, it set me thinking as to whether this would be the most advisable date to hold the gathering of America's 'cyclers. It would be well if some opinion was elicited on the subject, if it is not now too late. Several communications have already appeared in the 'cycling press on the subject of the most convenient date, and several parties object to Decoration Day on the ground that some wheelmen would certainly be unable to attend, owing to the fact of their belonging to Grand Army Posts, and consequently under the obligation of remaining with their Post to pay those tributes of love and respect to dead comrades, which are the pleasing and appropriate exercises of the day. This is all very true, but I would venture to raise the question, "Does the number of Grand Army members, in the ranks of wheelmen, warrant their wishes or convenience having the primary consideration when the question of date for the League Meet is brought up?" If an affirmative answer to this question can be given, then by all means let the G. A. R. veteran's wishes be respected, even if the 'cycling G. A. R.'s are a respectable minority. The Meet might very appropriately be held on the 28th of May. I can hardly see, however, how there can be a sufficient number of G. A. R. men to call for a change from the original idea of Decoration Day. It is but logical to suppose that since 'cycling in this country is of such a very recent date, and its pursuit being principally taken up by extremely young men, that, speaking comparatively, there can be few veterans of the war in the ranks of our new army of light cavalry. For myself I do not care on what day the meet is held, and I know that to many others the date is immaterial, but to the great body of bicyclers, especially those located in and around our large cities, the fact of its being held on a regular holiday would be extremely satisfactory. Perhaps I may be wrong, but as the question of date has been broached, I thought I might as well let you have my ideas, crude as they may be, but which I know are shared by many wheelmen. NINON NECKAR.



Campanini Newman has discovered and patented a new dismount, which he has christened a "side header." All rights are reserved by Mr. Newman, who expects to present it to the public in the shape of a blood-curdling drama, with red-fire attachments and court-plaster trimming.

It is a singular thing, but Doc. Beckwith is accused of saying that the pleasantest time in a dentist's life is when he is looking down in the mouth.

Brother Dean, in his claims for the "oldest club" being the first to open the year's riding, rather overlooks the Ixion's claim in that direction, they having made a club run extending from 11.30 p.m., December 31st, 1882 to 1.30 a.m., January 1st, 1883.

I would be pleased to have any of the readers of this column address any communications of interest to me at this office.

The Ixion's are in receipt of a photo of Lieut. Joshua Reynolds, of the Hudson Bi. Club.

The New York Club is being resurrected, in

a newspaper sense, by their very able Secretary, Adams, and it pleases me to see him thus demonstrate that the pen is mightier than the club.

The Ixion's took a club run on Saturday night to their old headquarters at Orm's Hotel, Riverdale, accompanied by Bugler Oliver, of the Citizens, and Capt. Tommie, Ex. Lennox. They spent Saturday night and Sunday there, to the entire satisfaction of every one concerned. Col. Orm, the proprietor of the hotel, expects to erect a large pavilion, with stabling facilities, etc., for the accommodation of his 'cycling guests.

Harry Jones once more graces the road as a bicyclist.

Two new clubs are in the course of forming.

The Citizens still keep up their steady recruiting, and bid fair to soon outgrow their handsome quarters.

It must have rather astounded the Park Commissioners when they saw the class of men that the Committee from the Citizens Club represented, and once for all silenced their old plea for refusal that it was boys, not men, who demanded their rights from them.

I have been endeavoring to discover why your artistic correspondent from Middletown has introduced in his sketch upon the envelope sent you, the taking of "a wet header," in which the rider lands on his back with the machine in front of him.

It is the law, the L.A.W. meet here. Unhappy L.A.W.!

I see many of the Citizens out in a new uniform of sober black, that will become the dignity of the wearers, no matter how hard it may be to keep clean.

It seems to me that since the poor K.C.W.'s are so badly treated by the bicycling press, which does not even send a reporter over to interview them every day, they should start a bicycle paper of their own, which seems to be the "proper caper" now, judging by the Ovid Club's prospectus. They might then translate "K.C.W." as "Knowledge Compels Work."

Judge Davis has rendered his decision concerning entry of bicycles into Central Park by returning the papers marked "N. B.," which translated means "no bicycles."

Dudley A. Sargent, Professor of Physical Training at Harvard, says in regard to bicycle riding as an exercise that it brings into special activity the muscles, of the thighs, and otherwise affords good exercise, but unless care is taken, tends to induce round shoulders.

There being no one else competent to excel Rex Smith in his inimitable feats of riding, it remained for Barnum to induce that leviathan of liars, *i. e.*, a circus poster designer, to undertake the job. As a result, we have a lithograph in rainbow colors, in which four of the celebrated (?) Elliott family are represented as being mounted upon bicycles drawing a chariot, in which is seated the Goddess of Liberty, who was probably one of the ancestors of this celebrated family of Elliotts. This is startling enough; but when we see depicted the daring of the juvenile Elliotts who have dispensed with the saddle, pedals, cranks, back-bone and big wheel, retaining only the small wheel, one of which they have strapped to each of their feet in some unexplained way which admits of their revolving like the wheels upon a roller skate, I concluded that even the mighty Rex must needs admit that in this case fiction was much stronger than fact.



# THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Cyclists Touring Club in America.

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

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

PUBLISHED EVERY FRIDAY MORNING

BY

OLIVER & JENKINS.

BOX 444. 22 New Church St., N. Y.

NEW YORK APRIL 6, 1883.

## TO CORRESPONDENTS.

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

## JUDGMENT FOR DEFENDANT.

Our correspondent "P," in last issue, referred to the case of *Stewart vs. Adams*, in the Superior Court of Massachusetts, as "the first straight decision as to the rights of bicyclers, given by a higher court in America." He had evidently overlooked the case of *Ladd vs. Allen*, tried two years ago, in the Supreme Court of New Hampshire, before Mr. Justice Clarke and a jury. The difference between the two cases is, that the prior one was tried in a higher Court. This recent case in Massachusetts, by the way, was tried before Chief Justice (not "Circuit" Judge) Brigham, and it is a valuable one. In both these cases, as also in the suit against Foster, in Baltimore, last year, and all other suits against bicyclers in this country, the result has been in their favor—"judgment for the defendant." (We do not forget that in one instance, on *complaint* for assault, a bicycler was fined.) Now if there should be exceptions carried to the Supreme Court, in the recent Massachusetts case, and a decision obtained on questions (or the question) of law from the full bench, we should have what wheelmen have long wanted, a judicial decision, which would carry weight of authority everywhere. The law is so plain, however, that so long as wheelmen get the facts found in their favor by lower Courts, and by higher Courts sitting with juries, it would seem that we must rest satisfied with "judgment for defendant," and be left without opportunity for a decision from the highest Courts, because we never get there.

Poor Jersey! With forty-one League members, she seems to be in considerable trouble as to her selection of a League Chief Consul. The "present incumbent," having paid his dues at the eleventh hour, is now put forward as a candidate; and there are two other tickets in the field, one headed by Mr. Harold Serrell, of Plainfield, and the other by a gentleman from Hackensack. Under the rules of the League, as amended at the officers' meeting, the amendment to go into effect after May 30th, New Jersey will only have but one Executive Officer—a Chief Consul. As there are not fifty members in the State, there will, consequently, be no representative. If the State organize a "Division," he, the treasurer and secretary will constitute the governing board. It seems somewhat of a "tempest in a teapot," but if a live Chief Consul—like Mr. Serrell would be—were elected, the membership in the State would doubtless increase rapidly. We shall watch the returns with interest.

The Springfield Club are at it again, and are projecting a grand three-day camp and tournament, for September 18th, 19th and 20th. The information comes rather late for a lengthy notice, but we hope to be able to place some valuable facts before the wheel-world, in our next issue, concerning this new enterprise of one of the most successful clubs in the country.

The press has managed for the past few days to keep the bicycle before the public in one form or another. The latest excitement is the attempt of the so-called "Society for the Prevention of Cruelty to Children" to restrict the performance of the Elliott children in their exhibitions of fancy riding on bicycles and unicycles. The performance, from a wheelman's views, are absurd, when we are told that the ordinary tricks of pedal-mount, vaulting into the saddle, standstill and coasting are injurious. The point made with the public at large is beneficial, as it becomes necessary for a court to decide that bicycle riding is not injurious to the health, even when practised by those of tender years.

## LEAGUE OF AMERICAN WHEELMEN.

The Spring meeting of the Board of Officers was held Tuesday, March 27th, 1883, at Lincoln's Hotel, Worcester, Mass. Among the representatives of the various States were President W. H. Miller, of Columbus, Ohio; Vice-President A. S. Parsons, Cambridgeport, Mass.; W. V. Gilman, Treasurer, Nashua, N. H. Chief Consuls—C. H. Lamson, Portland, Me.; A. S. Marsden, New Haven, Conn.; Fred. S. Pratt, Worcester, Mass.; N. Malon Beckwith, New York; A. G. Carpenter, Providence, R. I., and Representatives F. H. Johnson, Brockton, Mass.; H. W. Williams, Boston, Mass.; E. K. Hill, Worcester, Mass.; E. M. Gilman, Nashua, N. H., and C. L. Clark, Newton, Mass.

The meeting was called to order at 10:30 a. m., and the reports of the various committees was the first business before the Board.

The Committee on Rights and Privileges recommended that the League pay a portion of the legal expenses of one of its members, Mr. J. Fred. Adams, who was a defendant in a suit brought for recovering damages done to a milk-wagon and contents, caused by the horse becoming frightened at sight of Mr. Adams' bicycle. As the court sustained that bicycles had equal rights with other vehicles, and that if the defendant had used proper care in conformity with the rules of the road, he could not be held, it was thought a fitting opportunity to show that the League was ready and willing to aid its members in such suits, and as Mr. Adams' bill amounted to \$65, the Treasurer was directed to pay \$50 towards his legal expenses.

Pres. Miller reported that \$39.70 had been spent for printing, in defeating the Green bill in Ohio, and asked what disposition should be made of the claim. On motion, it was referred to the Committee on Rights and Privileges.

Mr. C. H. Lamson made a report to the effect that the Committee had had made 100 outfits containing the stencil-plates, brush and paint, at a cost bordering on \$100, and that they were now ready for distribution among the chief consuls, who should make application to the Corresponding Secretary.

In using the stencil, there will be three combinations of the arrow-head: parallel, inclined at an angle of forty-five degrees, and downward, indicating direction, caution and danger respectively.

Mr. Sholes having been prevented at the last moment from attending the meeting, forwarded the following report, which arrived during the session:

## REPORT OF CORRESPONDING SECRETARY.

CLEVELAND, O., March 24th, 1883.

To the Board of Officers L.A.W.: Gentlemen—The present active membership of the League, recorded on the roll at this office, is 1,770. Since December 1st, 1882, 296 applications have been received, of which two have been protested, and are now in the hands of the Membership Committee. During the same period, about 475 communications have been received and answered. Replies to the published request for club statistics are rapidly coming in, and will be utilized at a later date in furnishing statistics for the annual meeting.

It is a pleasure to acknowledge the kindly attention given by club secretaries, and others, in furnishing these statistics and other matters of general League interest. It shall be my endeavor to place these in an interesting form on the occasion of May 30th. Sincerely yours, FRED. T. SHOLES,

Corresponding Secretary, *pro tem*.

The guide-boards, as used by the Massachusetts Division, were adopted by the League. The design has been printed so often that it is familiar to all.

The action of Treasurer Gilman, in accepting renewals after the limit had expired, was ratified by the meeting.

The Treasurer then made the following report:

## FINANCIAL STATUS OF L.A.W., MARCH 1ST., 1883.

CASH.		Dr.
To balance received of D. Wistar,		
June 1st, 1883.....	\$516 38	
To dues of members, 1882-3.....	971 00	
To admission fees, 1882-3.....	468 00	
To badges .....	5 00—\$1,960 38	
CASH.		Cr.
By expenses of Corresponding Secretary.....	\$ 94 82	
By expenses of Treasurer.....	85 21	
By salary of Treasurer .....	250 00	
By salary of Corresponding Secretary.....	250 00	
By rebate—Kingman N. Putnam.....	19 50	
By report of business meeting at Chicago.....	64 00—	
Carried forward.....	\$763 53	



Brought forward.....	\$763 53
By report of business meeting at Boston.....	20 00
By membership tickets—Allen, Lane and Scott.....	33 25
By expenses of Fall Race Meeting, Beacon Park.....	29 05
By Electrotype Hotel certificate, H. R. Robinson.....	2 50
By printing for Com. R. and P. Legal Opinions.....	18 00
By balance in Treasury.....	1,094 05—\$1,960 38
This balance is accounted for as follows:	
On deposit with New Hampshire Banking Company.....	\$300 00
On deposit with Mechanics' Savings Bank.....	400 00
On deposit with the Second National Bank.....	378 65
In money drawer.....	15 40—\$1,094 05

Seven hundred dollars of the above sum has been drawing interest since November 1st, 1882, at the rate of 4 per cent., while the remainder is subject to check, and bears no interest. These deposits were made in accordance with a vote of the officers. Respectfully submitted,  
W. V. GILMAN, Treasurer.

Even the plain figures of this statement are cheering, Mr. President, and yet we must give a few words of explanation, for, so good is the news we have to offer, that the more we tell you of our financial status the better pleased you will be necessarily.

Bear in mind that our League year is not yet terminated, nevertheless, in many respects, we already have outstripped the work accomplished in the past.

We have received as dues from members \$971.00 as compared with \$925.00 for the whole of last year, while there has already, since March 1, been received into the treasury an amount sufficient to carry this sum considerably over \$1000.00.

From admissions we have derived an income of \$468.00, thus far, as compared with \$622.00 for last year, and since this statement was made, sufficient has been received to bring the amount up to \$522.00, showing a falling off in this particular of \$100.00, which will be all made up before our annual meeting, and that too in the face of that unfortunate clause of our constitution in Rule 3, which allows certain parties the privilege of joining us for half price. We are positive that our membership has not been so radically increased as to make good our loss, so far as our revenue is concerned.

The badge account has at length been about closed up. All of our silver badges have been disposed of to good advantage, considering our original error in going into that business. This having been done since March 1, does not appear in our statement, but will be shown in our annual report. A few plated badges of the old design are now in the treasury, and will be sold for one dollar each, as in the past, until disposed of.

The Corresponding Secretary, previous to March 1, had submitted no bills of expense; this accounts for the fact that there is no change in this item since October 1, 1882. The Treasurer's office expenses have been increased some over \$50.00, principally in the line of postage and printing; whether or not this outlay has paid, you alone shall judge. The other items of expense carry their own explanation.

Notwithstanding the expenses to which we have been subjected, and that too at a time when our income is not expected to be remarkably large, we have been enabled to increase our balance on hand since October 1, \$100.00, and since March 1st it has been increased another \$100.00, all of which goes to show that we are in a sound financial condition, and may well congratulate ourselves.

Mr. President and Gentlemen: We would not weary you, but these points are of such intense interest to us that we know they must be more or less so to you. We see the League growing stronger every day, reaching out here and there, rolling up her membership in a way that we would not ask to have improved. Most of you

are doing well enough, and are deserving of especial commendation, but then if we have an opportunity to do better let us improve it by all means.

We will offer but one more thought for your consideration, and that is a comparison of our present standing in point of membership with what it has been, and you will at once see that we have no cause for regret. As a basis from which to calculate we have a strong thousand of old members renewed, many of them the Argonauts of wheeling in America.

Our Semi-annual Report exhibited a membership of 1,400, October 1, 1882. That month of October may well be termed the torpid period of the League, for never were we so depressed. Ridicule was aimed at us from almost every quarter, and it seemed as though those who should have proved themselves our warmest friends and have rendered us their aid were really our most bitter enemies. It appeared at that time popular to denounce us, and we, appreciating the necessity of reversing this state of feeling immediately, called into service different tactics. The numerous friends who have so nobly rallied to our support; the many kind words so often spoken in our behalf, the present unpopularity of the tone of comment then in vogue and the gradual increase in membership at a season of the year when most of our wheels are stored away, all go to prove their success. The new year opened with a list of 1,500 members, and at the time our statement was prepared we had 1,700, with a large number of applications in the hands of our Corresponding Secretary and the Membership Committee, so that we are at the present moment sure of a membership of 1,800, and before May 30 we must have 200 more, giving us an even 2,000, a larger number than we have been able to show at any one time in the past; we certainly never had so substantial a list. The task before us in this department for the coming year is to increase this number beyond all losses to 3,000. Let us attempt as much.

Yours, fraternally,

W. V. GILMAN, Treasurer.

To the President and Officers, L. A. W. at Worcester,  
March 27, 1883.

The Secretary of the Racing Board then asked for instructions regarding the mile race for the championship of the League, and submitted a report which has already been widely published.

N. M. Beckwith having been appointed Chief consul, New York State, *pro tem*, was on motion of Mr. Parsons elected until the expiration of the League year.

The next in order was the discussion regarding the place for the League Meet. A number of letters were read from the absent directors, some favoring Washington, but the majority preferring New York. After considerable discussion, in which the suggested change of date was the chief bone of contention, New York was chosen by a unanimous vote.

After dinner the amendments proposed by Fred. S. Pratt, of Worcester, and N. M. Beckwith, of New York, were taken up one by one and discussed. No amendments could be made to the Constitution, but the following was recommended and will come before the League members at the annual meeting, May 28th.

Sec. 4. Its officers shall be a President, a Vice-president, a Corresponding Secretary, a Recording Secretary, a Treasurer, Chief Consuls, one from each State, and each State with a membership of fifty shall be entitled to one Representative for every additional fifty members. No State with a membership of less than fifty shall be entitled to a Representative, and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

Each State in which there are twenty-five or more members shall organize a State Division, with a code of by-laws in keeping with the Constitution of the L.A.W. Its Executive Board shall comprise the Chief Consul

and Representatives, together with a Secretary and Treasurer, who may be chosen at large by vote of the Division.

As this provides for the long-felt want of State organizations with a separate governing board, it is hoped that it will receive the support of the members.

A number of amendments were made to the rules, but they do not go into effect until the commencement of the new League year, and we will briefly state the changes. The reader must bear in mind that these changes are made principally on account of the organization of State divisions. They provide for the distribution of funds among the States, and other matters that bear on the change of Section IV. of the Constitution.

Rule 8 was amended as proposed with the exception of substituting 50 for 25 per cent in the eleventh line.

Rule 11.—The words "the autumn of" was stricken out.

Rules 12 and 14.—Amendments adopted as proposed.

Rule 15.—(Add paragraph.) State Divisions shall have power to appoint such committees, from their own members, as they may deem expedient.

Rule 21.—The substitution of "as" for "at," nineteenth line, second section, was adopted.

The next amendment was in regard to Rule 22. It was altered to read as follows:

Rule 22.—All applications for membership shall be forwarded to the Corresponding Secretary, together with fees for admission, with such information as may be required; except in States having a regularly-organized State Division, applications for membership shall be forwarded to the Division Secretary, together with the fees for admission. The candidate's full name and a post-office address to be stated in each application.

Rule 25.—In view of the small number present, it was deemed best to lay on the table any amendment to the amateur rule until the annual meeting. The Committee on Membership were instructed to prepare a suitable rule, and present the same at the convention.

Rules 34 and 36 were amended as proposed.

#### RACING RULES.

The following change was made in Rule 14, which now reads as follows:

Rule 14.—All championship races shall be held under the immediate supervision of the League or its constituent clubs. No trotting, athletic, or other non-League organizations shall be allowed to hold State bicycle championships in which League members shall compete, without the special sanction of the Racing Board.

Privilege to hold State Championships may be granted to League Clubs or authorized associations, when the importance of the meeting is sufficient to warrant the Racing Board's special sanction, although it is recommended that not more than one race be offered as a State Championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

In Rule 16, "no handicap races shall be run in heats," was stricken out.

The Rule in regard to track measurement was laid over until the next Convention, in order to obtain a full expression of opinion.

Rule 18.—The word "Races" was substituted for "Rules," second word, first line.

Mr. Parsons then asked that the League pay the expenses incurred by the Massachusetts Division, for printing, etc., and, after a short discussion, the amount, a trifle over one hundred dollars, was awarded.

Mr. Henry W. Williams was of the opinion that a uniform admission fee of \$1.00 should be charged to all wheelmen alike, independent of clubs, but as that touched on Art. III. of the Constitution, it could not be amended.

Dr. N. M. Beckwith was then elected Marshal for the League Meet, and the entire arrangements were entrusted in his hands by the unanimous vote of the meeting.



Messrs. Lamson and Hill, the Committee on Stencil Plates, were given full power to manufacture and supply the same according to the demand.

There being no further business before the Board, the meeting adjourned.

## League of American Wheelmen.



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

### BOARD OF OFFICERS.

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

### STANDING COMMITTEES.

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

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

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

*Racing*.—S. A. MARSDEN, New Haven (Chairman); F. JENKINS, Box 444, 22 New Church St., N. Y.; Secretary and Official Handicapper, GEO. D. GIDEON, 2,023 Ridge Ave., Philadelphia, Pa.; GEO. H. STRONG, 252 Market St. San Francisco, Cal.; FRANK E. YATES, 124 Washington St., Chicago, Ill.; ABBOTT BASSETT, 8 Pemberton Square, Boston, Mass.

*Railroads*.—BURLEY B. AVRES, 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, Phila., Pa.

The following railroads have issued instructions to carry bicycles free, at owner's risks, 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.

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.

### TO LEAGUE MEMBERS:

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

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

Yours very truly,

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

### Meriden Wheel Club—

3521—W. W. Collins...152 Crown St., Meriden, Conn.  
3522—Louis Casper...20 Maple Branch, " "  
3523—Robt. Brant...10 Olive St., " "  
3524—E. K. Bradley...34 Columbia St., " "  
3525—W. A. Breckenridge, 57 Pleasant St., " "  
3526—J. C. Booth...17 N. Second St., " "  
3527—J. E. Brainard...Meriden Mall, Iron Co., " "  
3528—D. Flausburg...P. O. Box, 39, " "  
3529—H. E. Foster...243 W. Main St., " "  
3530—W. N. Lane...1 Merriam St., " "  
3531—Jos. Hyde...24 Carter Ave., " "  
3532—J. F. Ives...22 W. Main St., " "  
3533—W. W. Parker...128 " " "  
3533—G. S. Smith...Meriden Silver Plate Co. " "

### Troy Bi. Club—Add.

3519—A. F. Edmans...279 River St., Troy, N. Y.  
3520—W. E. Gardner...113 Sixth St., " "

### Cortlandt Wheelmen—Add.

3517—Edward A. Hodgkins...Peekskill, N. Y.  
3518—Thomas A. Whitney... " "

### Boston Ramblers—Add.

3510—F. M. Mitchell...Cambridge, Mass.

### Cohannet Wheelmen—Add.

3511—Wm. H. Pendleton...Taunton, Mass.

### Unattached—

3512—Jno. V. Stephenson...Greensburg, Pa.  
3513—Harry Hersey...Upper Alton, Ill.  
3514—Robt. G. Knight...Delaware, Ohio.  
3515—W. C. Austin...Geneva, " "  
3516—W. H. Munger... " "

### APPOINTMENTS.

CHIEF CONSULS.—Abram M. Hill, New Orleans, La.; Charles B. Ott, Wheeling, W. Va.; W. L. Bates, Topeka, Kansas. Yours truly,

W. H. MILLER, Pres. L.A.W.

### L.A.W. RENEWALS.

*Week ending March 31, 1883.*

1068—Howell Stewart, 1883-4...Washington, D. C.  
2890—Frank C. Bissell, 1883-4...Neenah, Wis.  
726—A. G. Carpenter, 1883-4...Providence, R. I.  
1045—E. G. Farmer, Jr... " "  
731—J. S. DeMunn... " "  
724—W. W. Bridge, 1883-4... " "  
729—J. A. Cross, 1883-4... " "  
727—Manton Chandler... " "  
723—W. P. Anthony... " "  
1760—J. A. Reeves... " "  
879—Geo. W. Field...Brockton, Mass.  
311—Herbert W. Knight...Newark, N. J.

Yours fraternally, W. V. GILMAN, Treas.

### L. A. W. MEET.

TO OHIO WHEELMEN.—At a recent meeting of the Executive Committee of the League of Ohio Wheelmen, it was suggested that wheelmen in this section, and especially in Ohio, make every possible effort to attend the next L.A.W. Meet, and if practicable, that a SPECIAL TRAIN be chartered for the occasion.

Brother wheelmen! think of the advantages of such a "scheme!" Rates "way down to rock bottom!" A train-load of wheelmen only! Need more be said?

As New York has been selected as the place, and the wheelmen of that city are straining every nerve to make the Meet a success, let us encourage them, and show our appreciation of their labors.

Come, wheelmen of Ohio, join hands and give the thing a boom! Let the "Ohio delegation" send a special to New York with flying streamers.

Nothing definite regarding the railroad to be traveled over, or from whence the start will be made, can be determined on at present, as the convenience of the greatest number will be consulted. It is hoped that wheelmen will come to some definite conclusion soon, so that the announcement can be made early enough, as we hope to have our ranks swelled "all along the line" as far east as our destination.

Correspondence on the subject is solicited.

Fraternally, H. S. LIVINGSTON,  
Pres. League of Ohio Wheelmen.

Cincinnati, March 30, 1883.

### TO THE WHEELMEN OF NEW YORK AND VICINITY.

#### League and Non-League Clubmen and Unattached:

Having been appointed Chairman of the Finance Committee, I beg to impress upon the wheelmen of New York and vicinity (through your columns) the importance of a prompt response to the call made for funds to meet the expense to be incurred in the reception of the League of American Wheelmen, to be held in this city on the 28th of May next.

It is important that the various committees be enabled to take prompt action, hence this request.

Remittances may be sent to either of the committee.

Respectfully,  
RICHARD NELSON, Chairman.  
87 Gold Street, N. Y.  
EDWIN ADAMS, 114 Wall Street, N. Y.  
FRANK J. POOL, 3 Broad Street, N. Y.

### APPLICATIONS FOR MEMBERSHIP, 1883.

To Bicyclers: The current year of the L.A.W. closes with May 30th, and in order to be a member at that time and participate in the Grand Meet to be held in New York on May 28th, it will be necessary to make application as soon as possible, to insure action by the Membership Committee and enrollment in time for the annual notice.

The application books for year ending May 30th, 1883, will necessarily be closed at this office, on the evening of May 5th; and an earnest invitation is extended to every bicyclist not already a member of the League, to apply at once.

The New York clubs have issued a most generous invitation to the League of American Wheelmen, to hold the Annual Meet in their city; and its success, in their hands, is assured. It now remains that bicyclers in general should show their appreciation by making the occasion an imposing exhibition of "the fellowship of the wheel," and the strength of the League. If you are member of a non-League club, exert yourself to send the entire list to the Corresponding Secretary; and if an "unattached," join anyway. Now is the time to show your appreciation of the efforts the League is endeavoring to make to advance the interests of bicycling in general, and now is the time to apply for membership.

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

### FIXTURES.

APRIL 5.—Annual Meeting of the Troy Bi. Club,  
APRIL 5.—Regular Meeting of Albany Bi. Club.  
APRIL 5.—Boston Ramblers' Hare and Hounds Chase.  
APRIL 12.—Annual Meeting of Montreal Bi. Club.  
APRIL 18.—Annual Exhibition and Ball of the Meriden Wheel Club.  
MAY 23.—Race Meeting of Harvard Bi. Club, at Beacon Park. For particulars, address, F. Winthrop White, 35 Holyoke Hall, Cambridge, Mass.  
JUNE 9.—Annual Encampment of Champion City Club.  
JUNE 12.—Annual Meeting Citizens Bi. Club.  
JUNE 30.—Fourth Annual Tour of the Milwaukee Bi. Club, starting from its headquarters, for a run through Waukesha County, extending to July 4th.  
JULY 1.—Tour in Canada by the Chicago Bi. Club.

### THE CYCLISTS TOURING CLUB.

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

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

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

### APPLICATIONS.

(Received to March 31, 1883.)

A. D. RICE, 58 Highland Street, Roxbury, Mass.  
A. E. PAILLARD, 680 Broadway, N. Y. City.  
H. E. DUCKER, 201 Main Street, Springfield, Mass.  
MAX HANSMANN, 724 13th Street, Washington, D. C.  
E. J. MABBETT, Fayette Street, Baltimore, Md.

### RENEWALS.

Charles G. Wright, 1126 Market Street, Philadelphia, Pa.  
S. T. Clark, Franklin Building, Baltimore, Md.  
Richard Garvey, St. Louis, Mo.

### APPOINTMENTS.

Hotel at the Club Tariff.—The Sterling House, Bridgeport, Conn.  
Consul for Westerly, R. I.—J. H. Morgan, of Westerly.  
Place for Repairs at Westerly, R. I.—T. V. & C. V. Stillman.  
Place for Repairs at Providence, R. I.—The Allen F. D. Supply Co.

### THE NEW UNIFORM.

The result of the notice on this topic in the last number of this paper has been sufficiently encouraging to warrant the Chief Consul in completing arrangements with the Lamotte Mills, Fairfax, Vt., for the manufacture of the club cloth, and same will be supplied to C. T. C. members only, in the order in which their names are received.

In deference to the clearly expressed preferences of the large majority of those who have written, the Chief Consul feels that it is within his duty to announce that the American Branch of the C.T.C. adopts the club uniform, as described and depicted in the Club Gazette, of February, 1883, with the exceptions that the Norfolk Jacket, and the Boston Club shape of Cap, with visor, will—as being better suited to our climate—be adopted, and substituted in place of the Jacket and Polo Cap, worn by the English membership.

Estimates are being procured, with view of appointing a club tailor, from whom the uniform can be obtained at an established rate. Further particulars will be given in the next issue of this paper.



## CYCLISTS TOURING CLUB.

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

## RENEWALS.

A. L. Woodman, 113 Devonshire Street, Boston.  
W. J. Burton, North Attleboro, Mass.  
C. H. Jenkins, Louisville, Ky.  
G. F. Harwood, Worcester, Mass.  
E. L. Pierce, Jr., Milton, Mass.

## APPOINTMENTS.

Hotel at the Club Tariff.—The American House, Lowell, Mass.  
Consul for Baltimore, Md.—S. H. Shriver, 74 North Fulton Street, *vice* Clymer Whyte, resigned.

## NOTICES.

## THE NEW UNIFORM.

The pattern of the Club Uniform, the material of which it is to be made, and the prices (English) for which it can be obtained, have all been fully stated and described in the Club Gazette of February, 1883. It unfortunately happens that the revenue system of this country which places a custom-house toll of 35 per cent. *ad valorem* and 35 cents per pound added on woollens and articles of woollen manufacture, will virtually forbid a large proportion of our U. S. members from availing themselves of the suitable material and most comfortable attire which the club has decided upon. To obviate this, arrangements have been made with the Lamouille Mills, Fairfax, Vermont, for the production of an absolutely all wool cloth which is to be in every respect an exact *fac simile* of the cloth made in England, and which will be supplied to *Touring Club members only* at the wholesale rate of \$1.35 net per yard. Before these arrangements can be perfected, it is necessary that some estimate of the amount of cloth required shall be obtained, and each member who desires the uniform is therefore requested to communicate with the Chief Consul without delay.

If a sufficient number of names are forthcoming, the making of the cloth will be proceeded with at once, and the cloth can be ready for delivery early in April. About eight yards of cloth will be ample for each suit.

It has been suggested that the Norfolk jacket and the Boston Club shape of cap (with visor) being better suited to our variety of climate, should be adopted by the American membership in lieu of the jacket and polo cap depicted in February number of the Gazette. To this it may be replied that although the club has no hard and fast rules as to cut of uniform, it would clearly not be advisable to depart from the standard pattern and cut, unless such departure were desired by a large majority of our members. The Consuls of the club will be glad to hear from those having any decided views on this matter.



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Garvey's Bicycle Agency, 405 Chestnut St., agency of the Columbia Bicycles; also for all high class English Bicycles and Tricycles. A full assortment of wheel sundries in stock. Everything at, or below, New York and Boston figures. Repairing with promptness. Send for circular.

WHEELMEN'S Headquarters. New Marlboro Hotel, 736 and 737 Washington Street, Boston, Mass. Hathaway & Dizer, Proprietors. Samuel Butterfield in the office.

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

W. D. WILMOT, professor of exhibition Bicycle riding, is open for engagements. Address, W. D. Wilmot, 597 Washington Street, Boston, Mass.



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The Harvard,  
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## BOYS' BICYCLES AND VELOCIPEDES.

Second-hand Bicycles constantly on hand, at low prices.  
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For polishing all kinds of Metals. Wheelmen owning nicked bicycles should give this a trial. It is the only article manufactured that will restore the plate to its former brilliancy after it has become tarnished.

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" large " - - - 50 "

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Broadway, 41st st.  
Every Evening during the Week. SAT. MATINEE.  
Bartley Campbell's greatest play.  
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Presented with a powerful company.  
Popular prices. Reserved seats, 50c., 75c., and \$1.

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SATURDAY MATINEE AT 2. At 8.30  
LAST SUPERB YOUNG Mrs. WINTHROP.  
NIGHTS CAST. YOUNG Mrs. WINTHROP.  
YOUNG Mrs. WINTHROP.

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M'LISS, the Child of the Sierras.  
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Including Mr. GEORGE C. BONIFACE, &c.  
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Admission, 50c. Reserved seats, 50c. and \$1. extra.  
THEO. FRENCH OPERA SEASON. CAPOUL.  
This week joint appearances of THEO and CAPOUL.  
Friday night and Saturday matinee, MME. ANGOT,  
THEO. CAPOUL, and entire company in the cast.  
Next week, Monday, GIROFLE-GIROFLA.  
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Mme. THEO. appears at every performance.

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THE PLAY THAT DRAWS THE LARGE HOUSES.  
THE PLANTER'S WIFE.  
MAUDE GRANGER, HARRY LACY,  
AND A BRILLIANT CAST.  
MATINEES WEDNESDAY AND SATURDAY AT 2.



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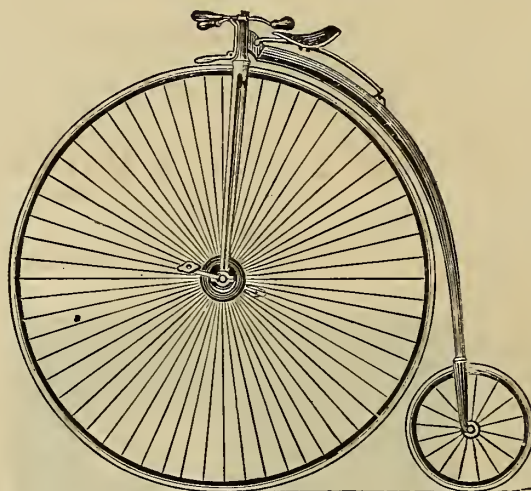
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Send 15 cents for cabinet photo, or 3 cent stamp for 32 page illustrated catalogue.

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For the largest list above twenty, an order for nickeling a bicycle, and a long-distance saddle.

For the largest list above fifteen, a nicked king-of-the-road lamp and a Ritchie Cyclometer.

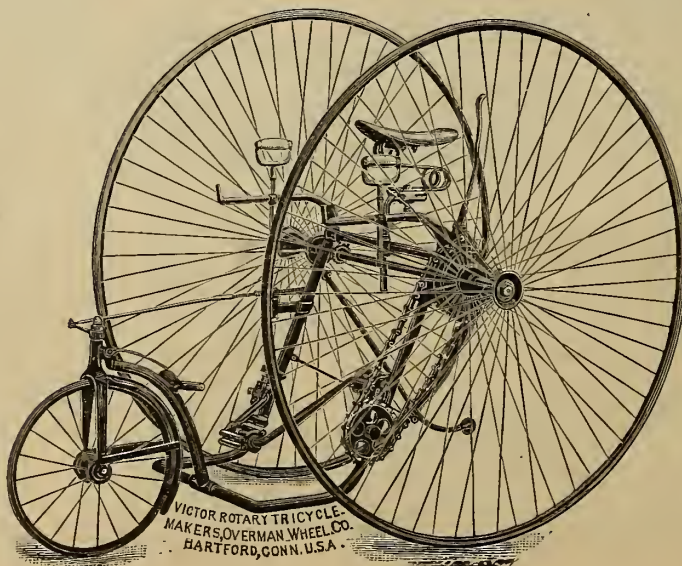
For every ten subscriptions, we will give a choice of either a king-of-the-road lamp, a Ritchie Cyclometer, or a long-distance saddle.

The names must not be renewals, and must all be sent in before May 15. Send in names as fast as collected, and they will be credited to the party sending the same.

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 ARAB CRADLE SPRING, fitted to rider's weight.



Finished in Harrington's enamel, and gold lines. Handles, saddle-post, steering, hub caps, small hub, foot-rest and all nuts and bolts nickle plated on copper. Weight complete, ready to ride, 92 lbs. Saddle bag, spanners and oiler. Price, crated, \$150. We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market. Send 3ct. stamp for illustrated catalogue. Cabinet Photo., 15c. Made by

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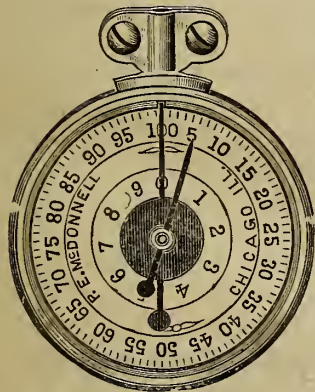
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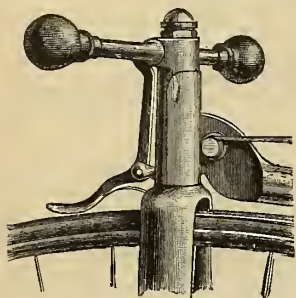
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