

THE WHEEL

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WHEEL GOSSIP.

The end is rapidly approaching.

All we want is a pleasant day to make the Meet the event of the season.

The official programme was somewhat delayed in order to accommodate a few of the committees whose reports had not been fully completed. We will send one to each of our subscribers and to League members. As some will receive two copies, it will spread the information of the Meet if you hand it to a friend.

The editor of THE WHEEL will be at the League headquarters on the 27th and 28th, and will be pleased to welcome his friends at any time.

The New York Clubs can be seen drilling on the road every pleasant Saturday. The Citizens' will put about 40 men in line, the New York Club, 30; the Ixions, 12; the Harlem Wheelmen, 20; the Kings County Wheelmen, 20; the Brooklyn Club, 15; and the Hudson County Wheelmen, 20. These are the clubs in the immediate vicinity of the city. There will also be delegates from the Mt. Vernon and Essex Clubs, but as they have not yet reported, we cannot give the figures.

Mr. W. A. Bryant, the Chairman of the Dinner Committee, reports that a large number of tickets have been taken up, and that those who wish to secure seats should write to 12 Maiden Lane, at once.

Dr. Beckwith is head-over-heels in work, exercising a general supervision of the whole Meet and its accompanying festivities, and has apparently grown thin over his burden of cares.

State Consul F. G. Bourne, C. T. C., C. Bi. C., L. A. W., etc., etc., rode through the west drive (in a carriage), and reports the condition of the roads as very fine.

Arrangements have been made with Pach, the celebrated photographer, to take a large photograph of the parade. The management is in

the hands of Captain Will. R. Pitman, who will receive orders for the same. Although this will probably be the largest size picture of a Meet ever taken, the price has been set at \$2. Club secretaries can leave their orders while at the Meet, and avoid the expense of collections. Every club should have one of these souvenirs of a great event.

We will have something for "Meteor," the bicycling editor of the South Boston *Enquirer*, to digest in our next issue.

The bicycle is getting to be almost on even terms with the saddle horse in Fairmount park. Of the 4,800 mounted persons recorded as entering the park last month, forty per cent. rode bicycles. And notwithstanding the great increase in the number of bicycles, nothing more is heard of the dangers resulting from their use.—*Philadelphia Ledger*.

CORRESPONDENCE.

OUR BOSTON LETTER.

"Liggins," shake hands, I will meet you at Springfield, and although you will not know me, I can easily recognize you, and will look you up. Our topic has absorbed the attention of wheelmen here for the last week, namely the climbing of Corey Hill by Harry Corey of the Massachusetts Club. Heretofore the hill has been considered unrideable. It has been tried by wheelmen from all parts of the country. Prominent hill-climbers from other cities have attempted it and got badly left, not even going up a third of the distance. Corey used a thirty-three pound Rudge, and although a light machine for such work, it only showed strain on the pedals and bar. Now some one must climb the hill on a Harvard, Vale, Expert, or a Sanspereil, to show that those machines are good hill-climbers, too, or Corey will, as salesman for Stoddard & Lovering, glut the market with Rudges. And here again is a chance for the much-boasted hill-climbing powers of the tricycle to be put to the proof. Come Stall, show what you can do in that line.

The elections have resulted as I predicted some time ago. Mr. Hill and his ticket cleared

the field and came down over the scratch a good length ahead. Now the election is settled, every one is prepared to go to work and make the Division a success in the State. It is time. We want sign-boards, League hotels, and live consuls.

The Ramblers ran to Lynn on Sunday and had a most enjoyable run. The club bids fair to hold the record on club runs this year. Very little energy is displayed among the Boston or Massachusetts men in regard to runs. It is easy enough to get a crowd of the Bostons to run to Cobb's, Saturday night, because — well I won't say why, and it is equally as easy to collect a good number of the Massachusetts clubmen for a breakfast run, for that is something that appeals to the tender spot in a Massachusetts man's being, but to get any sort of a number to turn out on an all-day run is well-nigh an impossibility.

On Tuesday the Massachusetts Club ran to Waltham to breakfast and return. Fifteen men out and all full bearded. The M. B. C. make a speciality of full beards.

The Ramblers send Phillips, of the *Wheelman*, Harris and Whitney, as delegates to the L. A. W. Convention. Captain Claffin has returned from the South, and as a token of his revived health and strength carries around with him a tremendous pair of siders. Now that he is home, I hope he will take some of the nonsense out of the Harvard Club. They have announced that at their club races, to be held at Beacon Park, this week, no professional will be allowed to start a contestant, and no coaching on the track allowed. Inasmuch as Norton has availed himself of the services of a professional as a trainer, and has otherwise received valuable assistance from professionals along with other racing men of the club it is carrying the "gentlemen amateur" a grain too far, and Harvard is getting laughed at in consequence. Hendee is entered and will probably take all the medals he wants.

Prince has stopped junketing and has gone to work for Pope. He is evidently badly off, financially, after the Leroy race, and is going to accumulate for a while. I pity the next man who offers to run Jack for \$500 a side.

PERCY.

ECHOES FROM VERMONT.

Editor of the Wheel:—As we can't go to the League Meet, we have decided to have as good a time as possible here at about the same date. We have called a club run for the 30th of May, and intend to invite all the wheelmen, in the State at least, to join us. We intend to run to Fair Haven, distant about eighteen miles, over one of the finest roads in the country. Dinner here at the Park View House, and then start on the return at about 4 P. M. We expect a fine time, and all who can are cordially invited to join us.

Two of our club members are without machines, having sold their former mounts. One of them has ordered a "Sanspareil," and the other has not fully decided what he shall get yet.

At the last meeting of the club we admitted one new member, making our membership number eleven.

Bicycling is on the gain here among the unattached, several new riders having ordered machines quite recently. We hope to make some of them club members before long.

But it is time to close, so *au revoir*.

Yours,

NICK L.

RUTLAND, VT., May 12, 1883.

OUR SPRINGFIELD LETTER.

Our fourth week out, and we still continue to sail gaily along, and as we have just relieved our cargo of twelve thousand copies of the *Springfield Wheelmen's Gazette*, it lightens our burden a little for the coming week. We really feel very proud of our paper, and the letters that pour in daily from all parts of the country, congratulating us on its fine appearance, etc., goes to prove that others beside ourselves are well pleased. We are progressing finely on the lithograph of our park, which is to be a very fine thing, and every club in the country ought to have one. It will show the location of the park, and all the tents laid out in avenues, together with about a hundred wheelmen scattered around promiscuously. Hendee goes to Boston to-morrow to train for the Harvard races, which take place Wednesday. He is in very good condition, and has been making some good time the past week. The Harvard boys seem to think that Elliott Norton will give him a hard run. Norton is a very fine rider, and I hope he will make it lively for Hendee, although quite naturally, of course, I hope Hendee will bring the one mile prize to Springfield, which is the only one he has entered for, I believe. Our club have voted to offer a suitable prize for the ten mile amateur championship of the L. A. W., to be raced for here next September, and if the Racing Board will authorize it, the prize will at once be made and offered. There is at present no ten mile L. A. W. championship, and this seems a good opportunity to make one; and, if this is carried through, both the ten and twenty mile will be raced for here at our races, which will make it very exciting.

At last, we hear from the League elections, and to our sorrow, our candidate has been defeated. But never mind; we will try and stand it some way, and perhaps we will survive after all. The returns show that not a single representative comes west of Worcester who gets the chief consul and one representative. Newton gets a representative, as does also Gloucester and Boston, and poor Springfield is left out in the cold. This is only one of the various methods adopted by the League to promote its welfare. We are anxiously looking forward to the League Meet, and anticipate a jolly time. We know you are working hard to make it a grand success, and I have not the least doubt but that you will. Springfield will send a good delegation, and the neighboring clubs will also be very well represented. By the way, don't you want another sixty-two inch in your parade to bring up the rear? We have got one if you want him. I imagine seeing your Doc. Beckwith leading the parade on a sixty-two inch, and a Springfield man bringing up the rear on another. Wouldn't it be a sight for an artist? The first of our weekly club runs was called for Friday night, but owing to the rain and poor condition of the roads, it was thought best to postpone it. Although three of our most enthusiastic members started for Holyoke with the mud two or three inches deep, and they had pluck enough to reach their destination and arrived home at one o'clock in the morning—and thereby hangs a tale—eighteen miles following a trail! Charles, you are certainly irrepresible! No action has yet been taken in reference to the proposed city ordinance relating to bicycles. I feel confident that this thing will not be passed, and, if it should be passed, I do not see how it can stand. At the same time, if it comes to a question of war, it will serve as a test case, although, if possible, we propose to avoid it.

LIGGINS.

SPRINGFIELD, MASS., May 14, 1883.

WHEELMEN! ATTENTION!

The Brooklyn clubs will unite in a run to Coney Island, May 30th (Decoration Day), New York and New Jersey clubs, also members of out-of-town clubs who can make it convenient to remain over after the Meet, and the great unattached are cordially invited to be present and take part.

Arrangements for dinner, at a moderate price, will be made with one of the hotels at the Island.

An attempt will be made to secure the west drive of Prospect Park for this occasion, so that the run can be made from Fulton Ferry to the Island without dismount.

Those intending to be present will please notify E. A. Caner, P. O. Box 2806, N. Y. City, as early as possible, so that the necessary arrangements can be completed.

Full particulars as to time and place will be given later.

WM. A. CARL,
Captain Brooklyn Bi Club.
H. H. STULTS,
Captain Long Island Wheelmen.
F. J. SMITH,
Captain King's Co. Wheelmen.



It seems both singular and suggestive that the parade of the Metropolitan Police force should be ordered for the 28th. This will give our visitors chance to see another "one of the finest" parades in the world.

"Campanini" Newman reports fresh successes on Long Island, where he has been introducing the "side header," etc.

It was a sight to do a bicycler's heart good to see Sec. Adams and wife upon a Coventry Convertible, returning from Yonkers, escorted by the New York Club, under command of Lieutenant Roy. Mrs. Adams can now claim to be the first lady tricyclist in New York, and already rides like a veteran. It is such fair recruits as this that the sport needs and should encourage, as their moral and social effects cannot be over-estimated.

One can hardly appreciate how much "Doc." towers above the ordinary rider until you see him in command of the Citizens' at their drills upon the boulevard, and then, when he brings them down the avenue, full company front, fifteen abreast, he can look down the line over the heads of the riders and see if Lieutenant Bryant has any cigars in his lower larboard coat pocket.

Our old friend, Fred. C. Hand, of Scranton, has gone into bicycling as agent for many of the best makers. May he live long and prosper in it, and may his name be blest by all those to whom he may go, even as a missionary, to convert to the ever-increasing pleasures of the wheel.

However numerous the good points of the "Facile" are, its beauties seem correspondingly small.

Whenever you see now a bicycler whose whole appearance denotes the weight and burden of care, make not a mistake; he is not worrying what he will do with his enormous income, but he is chairman of one of the L. A. W. Meet committees, and feels that the President of the United States is but of minor importance in comparison.

Do you know that the heading of the "Western Cyclist" has filled me with wonderment as to its meaning. Now, in the first place, what sort of a man is a Western Cyclist, if this is a representation of him in *propria persona*? His right leg seems to be longer than his left, which defect is overcome by his left arm distancing his right one. Again, why is he in such a hurry? Is the figure in the distance the "printer's devil" in his fiendish search for "copy?" or is he frightened at the thought that the comma that hangs suspended over his head is a Fenian bomb? Perhaps the whole secret of the picture lays in

the right-hand lower corner, where the laconic answer is "Keys." You see this poor Western Cyclist has, from all appearances, been out all night and is now going home in the morning; the sun is just peeping over the hills, and the festive redskin is looking for his morning scalp (they always do this in the West, I believe), when the Western Cyclist discovers the whole thing at once, and at the same time finds he has left his keys on the piano, and will have to crawl into the house through the coal-hole; hence the look of misery upon his manly visage, and the choice of his likeness for a heading.

The broken pedal and the bended bar bear witness to the presence upon our roads of him who fain would tame that restive steed yclept the bicycle, and who, failing, falls, but leaves the scars of valor yet upon the conquering steed.

The Obelisk was just removing his spring overcoat, under the persuasive influence in that direction of the sun, when, as a bicyclist, and therefore interested in getting learned and ancient opinions as regards the advisability of admitting wheelmen to the sacred precincts of the hippodromatic paradise, otherwise known as Central Park, I presented my card, and waited until the old gentleman adjusted his spectacles and discovered from the card that I was the "Owl," and there to interview him. A smile at once overspread his face; and, after complimenting me upon my journal and my own humble efforts in same, and saying that he spent all the week looking for the appearance of the WHEEL, assumed a resigned expression, and answered my questions, as follows: "When I was a youngster, I think it was in the year 100 B. C., which was just previous to Will R. Pitman's winning the championship of Maine in the unequalled time of 10:23 for the mile, I was living at Thebes, which is situated on the Nile, several miles up in New Jersey, when Anthony, who was then riding a Facile, and Cleopatra, who, I think, used to mount a Cheylesmore, were forbidden to ride up and down the Pyramids. This was brought about by the expostulations of the chariot-riders, who complained that the vehicles ridden by Anthony and Cleopatra were injurious to the roads; and that, as they who owned horses did not ride such vehicles as the defendants, that the defendants should therefore be caused to cease coasting or riding the Pyramids. In vain did Tony and Cleo. (you see I speak of them thus familiarly, because they are old friends) protest that they were neither dangerous nor injurious vehicles, the chariot-riders possessed the piastres, and that settled it, and they were barred out. There was much wondering at this decision, as it was even then considered manifestly unjust.

Since then many changes have occurred, and the world has gone far ahead in all things else, but since I have become a resident of this hippodromatic pasture, I have often wondered at the fact that—"Cheese it, here comes a cop." I had barely time to hide my notes, when a gray-coated minion of the law strode up with

importance, and Hibernianism stamped upon every feature of his face, and in a voice of melodious accent interrogated me with, "Phat are yez doing here?" I had no desire to disclose my own identity or divulge the intelligence given me by Mr. Obelisk, so telling him that I was there feeding peanuts to the bronze crabs that support old Obelisk, I left him to wreak his vengeance upon the first innocent and timid person who ventured near him.

THE ANNUAL ENTERTAINMENT OF THE CLEVELAND BICYCLE CLUB

The first annual entertainment of the Cleveland Bicycle Club, held last night in the Gatling Gun Armory, was an out-and-out success. The programme was divided into two parts, the first being devoted to music and elocution and the last to an exhibition of skill in bicycle riding. The Cleveland public know that when the names of Mrs. Ford and Miss Rutherford appear in a programme the musical feast will indeed be rich. The duo between these two ladies, "Dark Day of Honor," and the trio, "La Luna," in which Mr. Sholes was added, was exquisitely rendered. Mrs. Ford excels in such selections as Ardit's "Margherita Polka." The florid ornamentations are so lightly and purely taken, and the staccato notes are vocalized so brightly that it is a real pleasure to listen to her singing. Miss Rutherford's style is excellent, and her phrasing declares her conception artistic. Messrs. Fred. Sholes and Harry Avery were worthy of earnest congratulation for their excellent singing, and earned the encores they received. Mr. J. H. Rogers played a piano solo in good style, but especially acquitted himself in that often thankless part, which is nevertheless the test of a true musician, accompanying. Mrs. Charles G. Smith gave two recitations, "McLean's Child" and "Mary, Queen of Scots." Both were emotional and very pathetic, and they were given with all the dramatic fire for which this lady is so justly credited.

At the close of the concert part of the programme, the chairs were removed to the sides of the Armory and the floor cleared for the bicycle riding. Thirteen bicycles and three tricycles participated in the entry march and club drill, which were very good. At the conclusion a very elaborate military drill was given by a selected eight consisting of the following gentlemen: Alfred Ely, Jr., A. S. Hathaway, T. S. Beckwith, W. H. Wetmore, F. P. Root, C. W. Norman, J. H. Prugh, and George Collister. The audience were generous in their applause of the complicated figures performed.

The general fancy riding, by Messrs. Beckwith, Ely and Sholes, was good, especially the feat where Beckwith towed Sholes around by his toes. The next number on the programme called for double riding by the celebrated "Glue Brothers." The veil of mystery which enshrouds the title will not be lifted. They performed some very interesting feats, one of which was the exchanging of machines, without dismounting, while standing still. This act was vociferously applauded. W. H. Wetmore distinguished himself in his fancy

riding. Not content with riding forward and backward on one wheel of the ordinary bicycle, he took a machine with only one wheel and successfully mounted and rode the skittish thing. The audience fairly went wild over this, and the young athlete was twice recalled. The slow race and final drill concluded a most enjoyable evening's entertainment, and about 400 people went home thoroughly satisfied with the success of the first annual exhibition of the Cleveland Bicycle Club.

FROM THE CLUBS.

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

FIXTURES.

- MAY 19—Two Mile Race, Staten Island Athletic Club, Annual Spring Games.
 " 23—Race Meeting of Harvard Bi. Club, at Beacon Park.
 " 26—Two Mile Race, Inter-Collegiate Athletic Association, Eighth Annual Field Meeting.
 " 28—Third Annual Meet, League of American Wheelmen.
 " 30—One and Five Miles and 100 Yards Slow Races, Pullman (Ill.) Athletic Club, Annual Spring Games.
 JUNE 2—One, Two and Five Mile Races, National Association of Amateur Athletes of America, Eighth Annual Meeting for the Amateur Championship of America.
 " 2—Championship of the League of American Wheelmen; distance, one mile.
 " 9—Annual Encampment of Champion City Club.
 " 9—Ten Mile Race, Championship of Maryland, Druid Hill Lake, 7 A. M., Baltimore, Md.
 " 12—Annual Meeting Citizens' Bi. Club.
 " 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.
 SEPT. 18, 19, and 20—Three days' camp and tournament at Springfield, Mass.

CLOSING OF ENTRIES.

- MAY 19.—Entries close for two mile bicycle race. To B. W. McIntosh, Secretary Inter-Collegiate A. A. Address P. O. Box 442, Princeton, N. J. Games, May 26, 1883.
 MAY 23.—Entries close for one and five mile bicycle races, and 100 yard slow race. Fee, \$1.00, returnable to actual starters. To F. B. Aspinwall, Secretary Pullman (Ill.) A. C. Games, May 30, 1883.
 MAY 26.—Entries close for one mile bicycle race for championships of the League of American Wheelmen. Entrance fee, \$1.00, returnable to starter. To Fred. Jenkins, P. O. Box 444, N. Y. Championship Games, June 2d, open only to members.
 MAY 26.—Entries close for two and five mile championship of America, open to all amateurs. Entrance fee, \$1.00, for each and every event. To Gilbert H. Badeau, Secretary N. A. A. A., P. O. Box 3478, N. Y. Games, June 2, 1883. Gold, silver, and bronze medals.
 JUNE 4.—Entries close for two mile race, championship of Maryland, Gold Medal. Fee, \$1.00. To E. A. Griffith, 4 Hanover Street, Baltimore Md.

CONNECTICUT.—The annual meeting of the Connecticut Bicycle Club was held last evening at the residence of Mr. T. Sedgwick Steele, corner of Asylum avenue and Woodland street. The officers of last year were re-elected as follows: President, T. Sedgwick Steele; Secretary and Treasurer, F. E. Belden; Captain, Charles E. Chase; First Lieutenant, Henry Redfield; Second Lieutenant, Charles G. Huntington; Standard Bearer, Clark Lawrence. It was voted to attend the great meeting of bicyclists in New York on Monday, May 28th, and at least fifteen members of the club will participate in the affair. The party will leave Hartford by boat on Saturday afternoon, May 26th, and will be joined at Middletown by the Meriden Bicycle Club. On arrival at New York the bicyclists will be landed up town. In going to New York

by the boat the bicyclists enjoy better facilities for transporting their "wheels" than by rail. It was also voted at the meeting to establish a club-house, and the rear of the store No. 239 Main street will be rented for the purpose. A room will be furnished for social purposes, and in addition there will be an apartment where bicycles may be stored. It is intended to make the club-house a bicycle headquarters. The finances of the club are in an excellent condition, and many new members have recently been added to the roll.

RUTLAND.—The Rutland Bicycle Club will hold a meet and run on Wednesday, May 30th. Meeting at headquarters, at 7 A. M.; the start to be made at 7:30 A. M., sharp; the run to Fair Haven and return. Dinner at Fair Haven. All wheelmen are cordially invited.

C. G. Ross, Sec'y.

NASHVILLE WHEELMEN.—The Nashville Wheelmen held an enthusiastic meeting on May 8th. This organization, formerly the Nashville Bicycle Club, added four new names to its list—R. H. Bell, Gilbert Parkes, A. E. Baird, and Frank Welborne. The Wheelmen have adopted a new style of uniform, club badge, and club colors. The club has now twenty-three members, eighteen active and five honorary.

BROOKLYN.—At the regular monthly meeting of the Brooklyn Bicycle Club, held on the 8th inst., considerable business was transacted. One new member was admitted. The club decided to adopt a new uniform, of the same color as at present (navy blue throughout), coat and knee-breeches of wool diagonal, made perfectly plain—no trimming whatever; coat to be single-breasted, buttoned up to the neck, and with standing collar. A committee was appointed to select a tailor, as soon as possible, in order that members may be able to provide themselves with the new suit in time for the League parade.

The new club-rooms, which were to have been ready by May 1st, will not be finished until June 1st, if they are then, which is a great disappointment to the club. In all probability, just as soon as the rooms are reasonably to rights, a little, informal house-warming will be indulged in, to which our friends and the fraternity generally will be invited.

Dues were increased to meet expenses of hiring club-rooms and furnishing the same.

A committee was appointed to revise by-laws.

A new pennant is being made to be used at the parade.

Mr. C. G. Koop was appointed Color-bearer, and Mr. Geo. Slade was elected Bugler.

E. A. CANER, Sec'y.

ROCHESTER.—The Rochester Bicycle Club held its first regular run, Tuesday, May 8th.

An invitation had been extended to the Genesee Bi. C. of this city, and also to all the unattached riders. Both clubs appeared in their new uniform. The Rochester Club turned out twenty-seven men, the Genesees twelve, and the twenty unattached riders brought up in the rear of the line.

An invitation from the Genesees has been accepted by the Rochesters for a run next Monday evening.

The best of feeling exists between the two clubs.

The Rochester Club takes its first trip of the season to Niagara Falls next week, Saturday, May 19th. They have invited the Buffalo Club to meet them there and spend Sunday with them.

Our Doctor is still in the West, and, from all accounts, is having a tip-top time.

Bicycling is having a boom in Rochester.

There is nothing like having two clubs to make things lively. "ROX."

FACTS FOR THE MEET.

To the Editor of the Wheel: Under the title "Coasting on the Jersey Hills," I have prepared for the forthcoming issue of the *Wheelman* a careful account of the many miles of excellent roads in the region of Orange and Newark, and of the ways by which they may be approached, from New York, in the hope that some of the visitors to the Meet may be induced to make trial of them. Since that report was put in type, however, I have indulged in a day's ride (May 7) of almost sixty miles on Jersey roads, whereof two-thirds were new to me, and in this way I have become acquainted with still another coasting place, to which attention ought to be called. I mean the hill at Fort Lee, which may be reached by the Ferry at 125th street (fare 10 cents), perhaps an eighth of a mile west of the Boulevard. I presume the whole hill may be ridden up, but I walked the lower half-mile of it, mounting first at the fork where one road turns west to the village, and the other continues northward to the big Palisade Hotel, two miles. The macadam is so smooth, and the grades are so easy, that the whole may be done without dismount; and I think that a mile or more of continuous coasting might be had on the return trip. Instead of returning, however, I proceeded due west for two miles along the broad, macadamized boulevard which leads down into Englewood. I was seven minutes in coasting down from the summit to Englewood Hall, a distance which the map calls a mile and a half, though my cyclometer abbreviated it to three-quarters of a mile. The pitch of the hill is not continuous, but the momentum gained in going down one ridge is sufficient to carry the wheel up over the crest of the next ridge. There would thus be chances for rest in making the ascent, though I think a man would be very tired who wheeled to the top without a dismount. From Englewood, through Hackensack and Arcola, I traversed fifteen miles of rather poor roads before reaching the "great falls" at Paterson. These supply a fine spectacle, which I recommend explorers of the Newark and Orange region to visit. If they turn off from the main macadamized track at Verona, they will find fairly good riding by way of Cedar Grove and Little Falls to the falls at Paterson, about seven miles, and can thence take train for New York. Tourists who may wish to go from Staten

Island to Newark will doubtless be glad to have my assurance that the macadam of Frelinghuysen avenue, connecting Elizabeth with that city, is now in excellent order. Row-boat transfer must be secured between the island and Elizabethport, whence the route lies up Jersey street.

It seems to me that a good deal more information about the city hotels might, with propriety, be published for the benefit of visitors to the Meet. One omission I myself will venture to supply, in calling their attention to some of the *table d'hôte* restaurants, where a dinner of several courses is regularly served at a fixed price, from 6 to 8 P. M. Delisle's, in the basement of 92 Fulton street, and Theodore's, at 138 West Twenty-third street, are perhaps the best of the half-dollar places. The Vienna, at Broadway and Tenth street; the Lar-ru, at University place and Ninth street; the Hungaria, on Fourth avenue, just above Fourteenth street; the Prospect, on Fourteenth street, just east of Fourth avenue; the Beau, on Fourteenth street, west of Fifth avenue; the Lambert, on Fourth avenue, below Twelfth street; the Irving, at Broadway and Twelfth street; and the Racket Club, at Twenty-sixth street and Sixth avenue, all charge seventy-five cents, and are well recommended. The Riccadonna, on Fourth avenue, below Seventeenth street, charges ninety cents. At Morello's, on Twenty-eighth street, west of Broadway, and at Martinelli's, at Fifth avenue and Seventeenth street, the charge is \$1.25 or \$1.50; and Donovan's, on Twelfth street, near Fifth avenue; Jacques's, at 54 West Eleventh street; and Donnarumma's, at the Metropolitan Concert Hall, may probably still be classed among the high-priced *table d'hôtes*.

It would be a great boon to bicyclers, not only at the time of the Meet but at all times, if the managers of the elevated railroads could be persuaded to issue an order allowing bicycles to be carried on the rear platform of any train, on payment of double fares by the owners. As the gates of those rear platforms are never opened for passengers, a bicycle or two could ride there without giving trouble to anyone; and I think if the right men could be got hold of and talked to in the right way, the privilege might be secured—at least for the last week in the present month.

If it be desirable that the "unattached" division in the annual parade should present as confused and disorderly an appearance as possible, the usual rule of "arranging it according to size of wheels" should certainly be adhered to. The result of the rule is that a lot of new men, who can barely balance themselves on the top of their big bicycles, start at the front and then keep tumbling off and withdrawing until the lines are entirely broken up. On the other hand, if it be desirable that "the last division" should ride and appear in better style than a casual mob, the rule for its arrangement should pay less attention to the size of the wheels than to the experience of the riders. The front ranks should be formed of men who are certain to keep their saddles; and inexperienced men should be put in the rear, no matter how big their wheels.

Incidentally, also, an attempt should be made to group together the wheels that are nickel plated, and the riders whose costumes present some approach to uniformity.

KARL KRON.

WASHINGTON SQUARE, N. Y., May 14, 1883.

CRESCENT A. C. GAMES.

Surely an athlete could not ask for a more glorious day for competing than Saturday, May 12th, the day on which the Crescent "A. C. held their games. The track was loose, having received a new coating of cinders that morning, which fitted as neatly as the "Sunday-go-to-meeting's" of the countryman. Management and discipline excellent.

One-mile bicycle race—First heat—E. A. Thompson, Mau. A. C. (scratch), 1st, time, 3 min. 33 $\frac{3}{4}$ sec.; R. G. Rood, I. B. C. (30 yards), 2d; P. M. Harris, I. B. C. (60 yards), 3d. A rather close finish.

Second heat—L. Stearns, L. B. C. (20 yards), 1st, no time taken; H. J. Hall, Jr., K. C. W. (45 yards); B. G. Sanford, I. B. C. (90 yards); E. S. Robinson, M. A. C. (125 yards),—did not finish. After a few laps had been negotiated, Robinson saw fit to indulge in the luxury of a header, and succeeded in well-nigh tearing his ear off. A lap further, Hall twisted his treadle off, and Sanford ran into him, and both went to grass, or rather to cinders, though we are happy to state that the only damage done was a loss of a little skin on the part of Hall, and a little dignity on the part of Sanford. As he attempted to mount, with the assistance of a friend, his machine balked sideways, and, to save his head from harm, he was compelled to execute a graceful hand-balance on the cinders, to the delight of the small boys and some older ones.

Final heat—Stearns, 1st, time, 3 min. 29 sec.; Thompson, 2d, by 30 yards; Harris, 3d, by 5 yards.

Thompson forced such a pace that he caught his men when about half-way. When 400 yards from home, Stearns let out, passed the others with a rush, and finished an easy winner.

Rood fell early in the race.

LATER.—In a conversation about the race, Thompson remarked: "I always go like (etc.) at the start; you could not keep it up." "No," replied Rood, drily, "nor you, either." Thompson subsided.

LEAGUE CLUBS AND THEIR NUMERICAL ORDER.

Total, 173.

- A. 43 Albany, N. Y.
48 Ariel, Chicago, Ill.
54 Arlington, Wash., D. C.
55 Arrow, Richmond, Va.
79 Amherst Col., Amherst, Mass.
83 Aeolus, Worcester, Mass.
84*Adventure, N. Y. City.
98 Arlington, Mass.
119 Aylmer, Ontario.
151*Autburn, N. Y.
164 Alpha, Bethlehem, Pa.
168 American Star, Phila., Pa.
B. 1 Boston, Mass.
20 Buffalo, N. Y.
25 Brattleboro, Vermont.

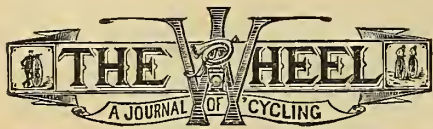
- 26 Brooklyn, N. Y.
42 Brockton, Mass.
45 Baltimore, Md.
50 Buckeye, Columbus, O.
89 Brantford, Ont.
105 Bay State, W. C., Worcester, Mass.
123*Brunswick, New Brunswick, N. J.
139 Boston Ramblers.
150 Binghamton, N. Y.
C. 8 Crescent, Boston, Mass.
11 Chelsea, Mass.
22*Capitol, Wash., D. C.
38 Chicago, Ill.
39 Cincinnati, Ohio.
44 Centaur, Hartford, Conn.
49 Chillicothe, O.
38 Centaur, Phila., Pa.
62 Columbia, N. Attleboro, Mass.
88 Coshocton, O.
99 Cleveland, Ohio.
110 Cortlandt Wh., Peekskill, N. Y.
115 Centaur, Providence, R. I.
125 Connecticut, Hartford, Conn.
137 Champion City, Springfield, O.
144 Cincinnati Ramblers.
145 City, Brockton, Mass.
147 Citizens', New York City.
154 Charlotte, N. C.
155 Clarion, Pa.
158*Canton, O.
160 Cohannet, Taunton, Mass.
171 Columbia, S. C.
D. 21 Detroit, Mich.
100 Dayton, O.
120 Dunkirk, N. Y.
159*Denver, Col.
E. 8 Essex, N. J.
16 Elgin, Ill.
68 Erie, Pa.
78 East Boston, Mass.
142 East Bridgewater W., Conn.
156 Elmira, N. Y.
F. 35 Framington, Mass.
60 Fremont, O.
97 Ft. Edwards, N. Y.
114 Fall City, Louisville, Ky.
G. 12 Germantown, Pa.
14 Grand Rapids, Mich.
148 Greenfield, Mass.
H. 24 Hartford W. C., Conn.
27*Harlem, N. Y.
32 Hartford, Conn.
37 Hermes, Providence, R. I.
41 Haverhill, Mass.
64 Hawthorne, Mass.
75 Harvard Col., Cambridge, Mass.
91 Heidelberg, Germany.
94 Hill City, O.
117 Hermes, Chicago.
129*Hudson, N. Y.
135*Hackensack, N. J.
138*Hamilton, Ont.
166 Helena, Montana.
173 Hudson County, W. Hoboken, N. Y.
I. 9 Indianapolis, Ind.
153 Ixion, N. Y.
J. 104 Jackson, Mich.
K. 28 Keystone, Pittsburg, Pa.
67*Kings County Wheelmen, Brooklyn, N. Y.
109 Keokuk, Iowa.
133*Kankakee, Ill.
L. 5 Lafayette, Ind.
19 Louisville, Ky.
56*Lennox, N. Y.
70 Lawrence, Mass.
82 Lockport, N. Y.
113 Lancaster, Pa.
143 Lexington, Ky.
152*Lowell, Mass.
163*Los Angeles, Cal.
165 Lehigh University, Bethlehem, Pa.
169 Laramie, W. T.
M. 3 Massachusetts, Boston, Mass.
18 Marlboro, Mass.

- 29 Montreal, Quebec.
34 Menotomy, Arlington, Mass.
36*Manhattan, New York City.
46 Milwaukee, Wis.
52 Mohawk, Schenectady, N. Y.
57*Mercury, New York City.
66 Middlesex, Malden, Mass.
69 Massachusetts Agricultural College W. C., Amherst, Mass.
93 Missouri, St. Louis, Mo.
95 Mt. Vernon, N. Y.
102 Middletown, O.
108 Marblehead, Mass.
122 Mountain, Johnstown, Pa.
124 Maryland, Baltimore, Md.
127*Marietta, Pa.
128*Manchester, N. H.
130*Meteor, Detroit, Mich.
136 Madison, Wis.
143 Massillon, O.
149 Middletown, N. Y.
162 Meriden W. C., Conn.
N. 2 New York.
4 New Haven, Conn.
47 New Britain, Conn.
86 Norwich Conn.
101 New Bedford, Mass.
103 Nashua W. C., N. H.
116 Nashville, Tenn.
134 Newton, Mass.
170*Northampton, Mass.
O. 60 Omaha, Neb.
131 Ovid, Mich.
P. 7 Philadelphia, Pa.
31 Portland, Me.
33 Providence, R. I.
59 Plainfield, N. J.
61 Pittsfield, Mass.
73 Pequot, New London, Conn.
74 Poughkeepsie, N. Y.
77 Pequonnock, Bridgeport, Conn.
106 Peoria, Pekin, Ill.
118 Pioneer, Marinette, Wis.
157 Pennsylvania, Philadelphia, Pa.
R. 30 Rockingham, Portsmouth, N. H.
51 Roxbury, Mass.
76*Remsen, Brooklyn, N. Y.
112 Rutland, Vt.
167 Rochester, N. Y.
S. 10 Saratoga, N. Y.
23 San Francisco, Cal.
53 Seaside, Norfolk, Va.
63 Star, Lynn, Mass.
65 Stoneham, Mass.
80 Syracuse, N. Y.
87 Southbridge, Mass.
92 Scranton, Pa.
96 Susquehanna, Pa.
107 Saco, Me.
111 Springfield, Mass.
146*Star W. C. E., Rochester, N. H.
170 Smithville, N. J.
T. 72 Toledo, O.
81 Toronto, Ont.
85 Thorndyke, Beverly, Mass.
161*Troy, N. Y.
W. 13 Worcester, Mass.
17 Wilkesbarre, Pa.
40 Waltham, Mass.
71 Waterbury, Conn.
121 Woonsocket, R. I.
140*Warston, England.
172*Williston, Easthampton, Mass.
X. 141 Xenia, O.
Y. 15*Yonkers, N. Y.
Z. 126 Zanesville, O.
132 Omitted

Clubs marked * have sent in but a few names, and it is not known at present whether they are entitled to the positions given them as "League Clubs" or not. They are, therefore, liable to a change.

Fraternally,

FRED. T. SHOLES,
Cor. Sec'y pro tem.



The Official Organ of the Cyclists Touring Club in America

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

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NEW YORK, MAY 18, 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.

THE LEAGUE AND ITS STATES.

As the 28th of May draws near, the interest in the League in this city and elsewhere is naturally on the increase, and now that the arrangements for the Meet are completed, and the programme put to press, the natural drift of conversation is turned towards the formation of the State Division, the call for which we recently published.

That the League has made gigantic strides in this State there is not the shadow of a doubt. The recent election shows the deep interest its members have taken in it, and the returns published last week prove that the League has come to stay here, and that the centre of the League is gradually drifting from the East towards the Middle States. For the purpose of comparison we have arranged the following table, only mentioning those States which, by the published report of Secretary Sholes, are entitled by virtue of their numbers to form State Divisions. According to the amended rules, no State with less than twenty-five members are entitled to organize a State Division. We give the States as they rank numerically, together with their actual number of members, and those who embraced the privilege of voting at the recent elections:

Num. Rank	State.	Number Members	Votes Cast.
1	Massachusetts.....	413	277
2	New York.....	240	173
3	Ohio.....	204	122
4	Pennsylvania.....	165	74
5	Illinois.....	94	42
6	Connecticut.....	73	38
7	Wisconsin.....	56	14
8	New Hampshire.....	50	37
9	Missouri.....	49	27
10	Maryland.....	48	26
11	Quebec.....	43	13
12	New Jersey.....	41	28
13	Michigan.....	41	28
14	Kentucky.....	37	14
15	Rhode Island.....	26	1

Taking the above table as a comparison of the three largest States, of Massachusetts, New York, and Ohio, each of which has a membership of over 200, we find that New York cast a vote of 72 per cent. of her entire membership, Massachusetts 67 per cent., and Ohio 59 per cent. These comparisons prove that Dr. Beckwith, the Chief Consul elect, is the most popular man in the State, if not in the League, to-day, and also that THE WHEEL has, by its efforts and influence in behalf of the League, placed its work in New York State far ahead of that of its contemporary in the State of Massachusetts.

We predict a brilliant success for New York as a League State, and for its Division which will be organized May 29th. We congratulate the State upon possessing such a popular and efficient head as Dr. Beckwith, and we can assure its members of the League that as long as THE WHEEL lives, it will continue to labor as in the past, for the benefit of the cause.

We have given the figures which show certainly a remarkable degree of interest in the work, and we hope its members will rise in a body and put their shoulders to the wheel, and keep it rolling until New York State reaches the place where she belongs, at the top of the ladder.

BRUNSWICK.

Wednesday evening proved to be the occasion of the third annual meeting of the Brunswick Bicycle Club, and a full attendance came in response to the call of the President. After the preliminary business had been transacted, the following officers were elected for the year:

President—William B. McGinnis.
Captain—D. H. Merritt.
Sub-Captain—Charles D. Snedeker.
Secretary—Frederick Provost.
Treasurer—John Acken.

Addresses were made by the new officers and also by Mr. Elliott Mason, a member of the Citizens' Bicycle Club, of New York, and also an honorary member of the Brunswick Club, after which the company repaired to the cafe of Mrs. H. J. Bradley, on Church street, where the following composed the bill of fare:

MENU.

Stewed Oysters.	Julien Soup.	Fried Oysters.
Roast Chicken.		Roast Beef.
French Peas.		French Fried Peas.
Tomatoes.		Cranberry Sauce.
	Chicken Salad.	
Fancy Cake.	Charlotte de Russe.	Wine Jelly.
Ice Cream.	Water Ices.	Coffee.
Grapes.	Oranges.	Bananas.
	Pecans.	Raisins.

The company testified their appreciation of the elegant spread before them by partaking of all the courses provided. Many speeches and toasts were made and responded to, and it was not until a late hour that the club dispersed.

The members of the Brunswick Bicycle Club are: D. H. Merritt, Peter Du Mont, John Acken, Charles D. Snedeker, G. K. Parsell, W.

B. McGinnis, J. Newton Veghte, Elliott Mason, and Frederick Fisher.

Mr. C. K. Monroe, who will be remembered as the first Commander of the League, and the President of the New York Bi. Club, has just returned from a lengthy stay in Florida, where he has been exploring the waters with his canoe.

GOOD WORDS FOR THE MEET.

As for your advice to me in the WHEEL, that I "ought to form a League of my own," I am a little afraid that it was "writ sarkastikul," but I will use it as an excuse for offering a few remarks of a more general character than my previous ones concerning the idiocy of pretending that "four times one are three." It grieves me sorely to see that you have failed to read or remember the story I reluctantly told in the *Wheelman* for February (p. 369), showing that the present League *is* my own, and that I therefore cannot, with propriety, become a formal member of it, or else that you have failed to believe that story. Nevertheless, whatever be your own or your readers' incredulity as to my personal proprietorship in the League, I wish to assure you and them that, if it isn't mine, I, at all events, think it quite good enough for me; that I have no intention of starting another League, and that if I hear of such intention on the part of any other "gentlemanly crank," I shall do my best to discourage him—even if I have to make a requisition on the Dime Museum, in Chicago, where hangs my horse pistol!

Seriously, however, I wish to give a hearty Amen! to the words of Mr. Burley B. Ayres, of Chicago, the efficient Chairman of the Transportation Committee of the League, as printed in the *Bicycling World* of April 6th (p. 264), in defence of the good work actually accomplished, and in defiance of the "chronic grumblers—those ill-informed persons who make vague assertions and general charges, without defining the causes of complaint." Well does he say that, "the Bicycling press ought to refuse to admit to its columns charges against the League, of incompetency, lassitude, and weakness, unless accompanied by specific statements, of the exact causes of complaint." As for his suggestion that the present board of officers deserve re-election, I wish to back it up by the suggestion that they ought to be annually re-elected until the end of their natural lives, if they continue equally competent and diligent and enthusiastic, and willing to stay in the harness. I said in my "Advice gratis for Chicago," printed a year ago: "The longer a competent man can be kept in office the more and the better the work which the League can get out of him. The idea that its offices are honors which ought to be 'passed around' so as to 'give all sections a chance for distinction,' is an idea which deserves to be throttled off-hand. Such an organization as the League is necessarily flimsy from its very nature; and the only hope of expecting good work from it lies in keeping experienced officers in control." Having these be-

liefs, I naturally felt sorry when the League lost its first President, a year ago; and, though I have no personal knowledge of his successor, his works seem to have justified all the promises of the friends who urged his election then; so that if the League fails to retain his services, not only during this next year, but during as many following years as he can be persuaded to render them, the fact of change will seem to indicate that its management is controlled by children, rather than by men.

"The Political Power of the League," as described in the May *Wheelman*, by President Bates, of Detroit, is also a thing which ought to stir the pride of every true friend of the organization. The writer of a piece like that confers a real benefit on every bicyclist in the country, and many a man whose allegiance to the League has been growing lukewarm, will be prompted by reading that article to renew his subscription for the maintenance thereof. Those inconsiderate grumblers who take pleasure in vaguely asking, "What good does the League do anyhow?" or "Why don't the League officers accomplish something practical?" cannot much longer expect to secure any listeners to their doleful cries. Here is Mr. Ayres, of Chicago, giving us almost weekly reports of big railway lines captured by the Transportation Committee of the League; and here is Mr. Bates, of Detroit, demonstrating with the convincing impressiveness of a practical logician the enormous sentimental value of the League as a possible factor in politics. Somehow, the words of these two wild men of the West seem better worth listening to than the plaintive conundrums of those Eastern idealists who continually "want to know, you know."

One point more I wish to urge, by way of showing my loyalty to the interests of the League. I think the Boston Bicycle Club will do a wise thing by changing somewhat their plan of touring towards the Meet—the fourth annual Meet of 28th May, 1883. Connecticut is the land of steady habits, where Sabbatarian prejudices are still of the strictest sort; and the spectacle of an organized troop of bicyclists speeding gaily along from Hartford to New Haven on a Sunday, will undoubtedly tend to give offense to the best people in that State. As it is desirable, in every way, to win for bicycling the highest social recognition to convince people that it is really a "gentleman's game," any wanton affront of existing custom seems to me impolitic and unwise. I should be glad, therefore, if all the Sunday touring for which the Meet will be made, a pretext might be engaged in as an affair of individuals, instead of being largely concentrated into an organized procession, headed by one of the chief clubs in the League. I do not, however, venture to urge the Boston men to abandon their scheme entirely. I only say to them that, by modifying it somewhat, they may not only avoid doing injury to the social status of bicycling in Connecticut, but may ensure for themselves a much pleasanter tour than the one now contemplated.

My recommendation is that, having wheeled from Springfield to Hartford on Saturday after-

noon, they there secure a special train to take them to Stamford, Greenwich, and Port Chester, for the combined hotel accommodations of those three neighboring towns would be ample for their shelter during the night. Then on Sunday forenoon, let them journey 'cross country from the Sound to the Hudson, along a pleasant track which crosses the historic battle-field of White Plains; refresh themselves with an excellent dinner in the newly re-fitted Vincent House at Tarrytown, at one o'clock, and then spin down towards the big city, over the noble macadamized roadway which all New York wheelmen are so proud of, and which all outside barbarians who come to the Meet ought to make at least one trial of. I wheeled from Hartford to New Haven on the 17th of April, and I know that there are five or six miles of sandy roads between those two cities, which the Boston men will be forced to walk through, with gnashing of teeth, unless they change their route. On the 18th I rode to Stamford, and on the 19th through Port Chester, White Plains, and Tarrytown, to New York. That last day's tour was most delightful; so I beg of you, O Bostonians, to profit by my example! If you *must* exhibit your depravity by touring on a Sunday, at least consent to do your touring in a region whose roads and scenery will not of themselves punish you for your sins. Leave straight-laced Connecticut to her own sober Sunday devices, and throw yourselves joyfully upon the broad bosom of the free-and-easy Empire State! Come to us, *do* come to us, by way of Tarrytown, and you will never regret the change of route! I think I can safely promise that the local club committees will arrange to welcome your triumphant advent with garlands, and beer, and fire-works, and German bands; but, if all else fail, be assured that, on the Yonkers' hill-top, your eyes shall be gladdened by the glittering nickel of "No. 234" and the white flannels of

KARL KRON.

WASHINGTON SQUARE, N. Y., May Day, 1883.

[We have given "Karl Kron" two pages, which we think is a liberal allowance for his explanation. We must confess that we are not convinced that the next meet is the *fourth annual*, any more than a man is four years old on his third birthday. The League is not four years old, and we do not see why that impression should be conveyed to the public. We think it more creditable that the League can point to its membership of 2,000 as the result of three years' existence than of four. It is certainly too late to change it now, and it will be left to other hands to alter it. The New York men are working too hard to be annoyed by the persistent advice of one who is not even a League member, and who is rather more conspicuous for his advice than anything else. Join the League, Karl Kron; we have no doubt you willingly embrace its benefits in passing your bicycle free on the lines the Railroad Committee of the League have secured. The dead-head system is not popular, Kron; and the sooner you pay your little sum per annum the more weight your argu-

ments will have with its members. You have always spoken fairly for the League, however, and we hope you will accept a little sound advice. The editor will even promise not to object to you when your name is published among the list of candidates, even if he is an "idiot."—ED.]

THE CYCLISTS' TOURING CLUB.

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

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

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

APPLICATIONS.

M. E. Smith, 154 North Eighth Street, Philadelphia, Pa.; H. Blake, 7 Beekman Street, New York City.

NOTICE.

THE NEW UNIFORM.

The club cloth for the new uniform can be obtained (by C. T. C. members only) on application to the C. C. The price is \$1.35 per yard. See previous notices.

The appointment of a Club Tailor for Boston is still undetermined, but the obtaining of a first-class tailor who will supply the uniform at the low prices previously announced, will, it is hoped, be accomplished before the next issue of this paper.

THE HARROGATE MEET.

Members wishing to join the C. T. C. party sailing on 21st July should send in their names quickly.

League of American Wheelmen.

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

BOARD OF OFFICERS.

President—W. H. MILLER, Box 245, Columbus, Ohio.
Vice-President—A. S. PARSONS, Cambridgeport, Mass.
Cor. Sec'y—FRED. T. SHOLES, Cleveland, Ohio.
Treasurer—WILLIAM V. GILMAN, Nashua, N. H.
Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

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

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

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

Racing—S. A. MARSDEN, New Haven (Chairman); F. JENKINS, Box 444, 22 New Church St., N. Y.; Secretary and Official Handicapper, GEO. D. GIDEON, 2023 Ridge Ave., Philadelphia, Pa.; GEO. H. STRONG, 252 Market St., San Francisco, Cal.; FRANK E. YATES, 124 Washington St., Chicago, Ill.; ABBOTT BASSETT, 8 Pemberton Square, Boston, Mass.

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

AUXILIARY COMMITTEE.

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

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owner's risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago & Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio & Central, New York, Chicago & St. Louis; New York, Lake Erie & Western; Cleveland, Lorain & Wheeling; Detroit, Grand Haven & Milwaukee; Chicago, Burlington & Quincy; Chicago &

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Special permits over roads that have not yet issued general instructions can be secured by applying to the nearest member of the Committee, or the Chairman

APPLICATIONS.

Albany Bi. Club—Add.

- 3686—Chas. Grant, Cor. Federal and N. Second Streets, Troy, N. Y.
 3687—Albert L. Judson, 38 State St., Albany, N. Y.
 3688—David N. Kinnear, Cor. Church and Pruyn Sts., Albany, N. Y.
 3689—Henry Lansing, Care Corning & Co., Broadway, Albany, N. Y.
 3690—Howard Olcott, Care Geo. Paddock, 60 State St., Albany, N. Y.
 3691—Geo. Paddock, 60 State St., Albany, N. Y.
 3692—Henry R. Pierson, Jr., 38 State Street, Albany, N. Y.
 3693—Edwin H. Shaffer, 279 1-2 Hudson Avenue, Albany, N. Y.
 3694—Robert P. Thorn, Jr., 5 Green St., Albany, N. Y.
 3695—Elwood W. Vine, 56 Chestnut St., Albany, N. Y.
 3696—Edward J. Wheeler, 246 Lark St., Albany, N. Y.

Washington Cycle Club.

- 3697—Amos W. Hart, 1112 New York Avenue, N. W., Washington, D. C.
 3698—Warner J. Kenderkine, 1320 Pennsylvania Ave., N. W., Washington, D. C.
 3699—Edward T. Pettingill, 2036 G Street, N. W., Washington, D. C.
 3700—Albert A. Duly, U. S. National Museum, Washington, D. C.
 3701—Henry H. Bliss, 715 H Street, N. W., Washington, D. C.
 3702—Willard D. Doremus, 617 Twenty-first St., N. W., Washington, D. C.
 3703—Marbury B. White, 1011 Twelfth St., N. W., Washington, D. C.

Pequonnock Wheel Club—Add.

- 3706—Frederick H. Sanford, 284 Washington Avenue, Bridgeport, Conn.
 3707—Glover E. Sanford, 142 Washington Avenue, Bridgeport, Conn.

Lehigh University Bi. Club.

- 3709—J. A. Heikas, South Bethlehem, Pa.
 Unattached.

- 3704—Andrew Parker, 916 F Street, N. W., Washington, D. C.
 3705—Henry K. Merritt, Norristown, N. J.
 3708—M. R. Kelly, 27 Christy St., Troy, N. Y.
 3710—Arthur Taylor, Bayside, Long Island, N. Y.
 3711—C. L. Taylor, St. Denis Hotel, New York City.
 3712—W. S. Wilson, 42 W. 128th St., New York City.
 3713—Wm. Seyffardt, East Saginaw, Mich.
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The Massachusetts Bicycle Club, A. S. Parsons, twelve illustrations, by C. E. Reed, Charles Copeland, and A. B. Shute; A Cycle of the Seasons, Charles Richard Dodge, drawn by J. Pennell; A Shadow Love, chapters XIV.-XVI. Charles Richard Dodge; How we went to Uronaco, Edward B. Sturges; At the Banquet, J. Emmet O'Brien; A Pilgrimage A-Wheelback, Paul Pastnor; From April to June, H. I. N.; The Home of the Spring, Dudley C. Hasbrouck; Why the Club avoid the D-Road, President Bates; A Deacon's Opinion, Deacon; A Morning Ride, Retrop; The Bicycle and Tricycle for Physicians and Patients, George E. Blackham; Teft, or how the Bicycle saved my Client, C. K.; Coasting on the Jersey Hills, Karl Kron. Contributors' Department: A Bundle of Letters; The Fourth League Meet; Remedy for Dyspepsia; Drinking En Route; Notes and Queries. Editorial: The League Year; Touring; Wheel News; English Notes; French Notes; German Notes; Other Foreign Notes; Book Notices; Publishers Department; The Columbia Tricycle. Terms: \$2.00 a year; 20 cents a number. Back numbers and sample copies sent postpaid on receipt of price. Subscribers will please remit in P. O. Money Orders, or Bank Checks, or Drafts, or by Registered Letters.

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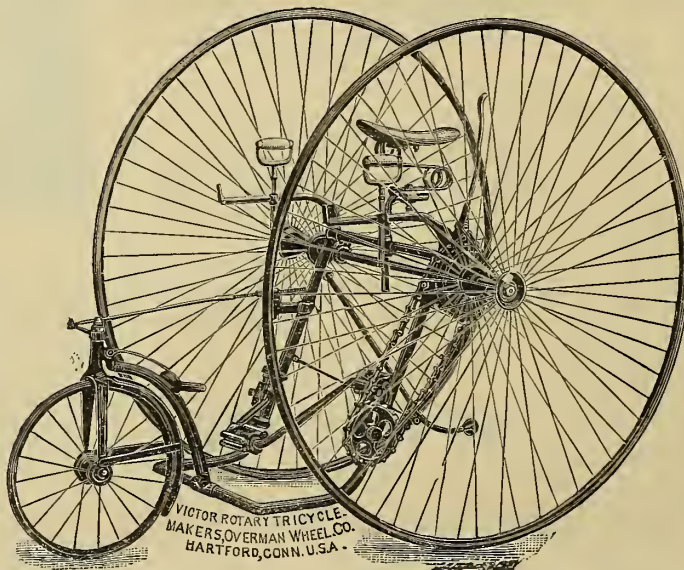
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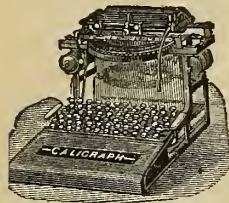
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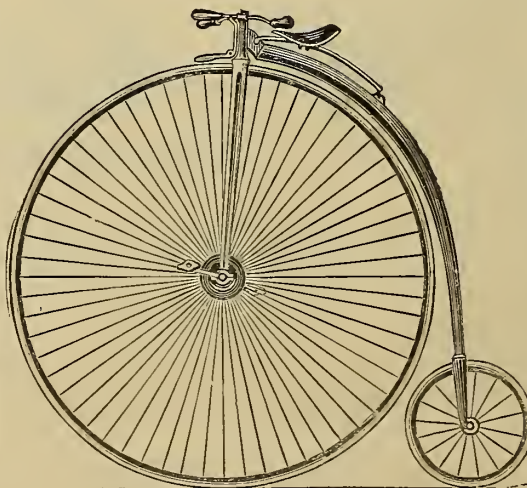
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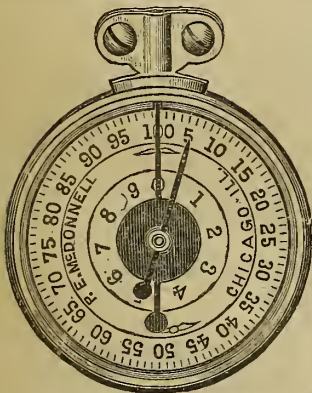
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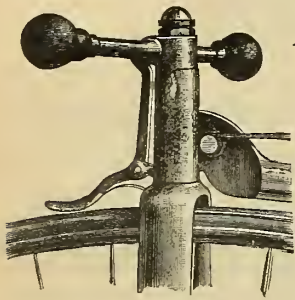
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