

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE CYCLISTS TOURING CLUB IN AMERICA.

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WHEEL GOSSIP.

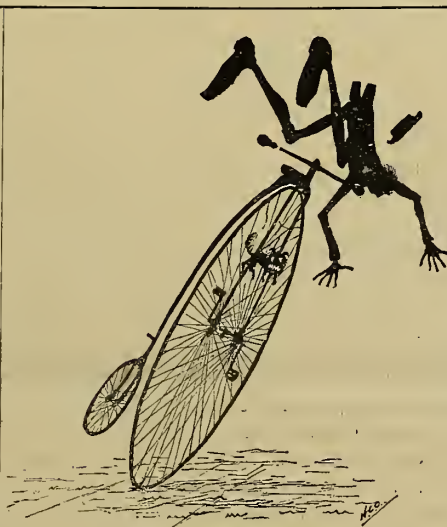
The arrangements for the Meet are being rapidly pushed forward. The Committee of Arrangements, consisting of the chairman of the sub-committees, meet every Monday evening, at the Citizens' rooms, and report. The route for the parade has not yet been definitely settled, but will be shortly announced.

The subject of transportation of machines has been met and conquered. Two large covered barges will be moved at the Erie and Pennsylvania depots, in Jersey City, and will receive and check machines up to 11 A.M., on Monday. Tugs will then tow them up the Hudson to Fifty-seventh street, within a short distance of the appointed place for the parade, and within easy riding distance. Those who arrive by the Sound boats have merely to roll their wheels aboard the Erie ferry-boat, which will take them to where the barges are stationed.

The Eastern men, who come by train, will be met at Harlem, and escorted down to the storage tent, over the boulevards.

The dinner is a fixture, and will be undoubtedly a great success. It will be held at the Metropolitan Hotel, which has one of the finest dining-rooms in the country, the decorations of which alone cost over \$75,000. Invitations will be extended to the Governor, Mayor, and city officials, and it is proposed to make this one of the most attractive features of the Meet. The price of tickets will be \$2.50 per plate, and the Committee would feel obliged if those who intend to participate will send their names to the chairman as soon as possible.

The question of hotel accommodations is being looked up, and although the report is not complete, already a number of hotels have signified their willingness to accommodate guests at reduced rates. These are the Grand Central (European plan) rooms, \$1.00 to \$1.50 per day; Grand Union (European) rooms, \$1.00 per day; and the Cosmopolitan (European) rooms, 75c. per day; Metropolitan (American), \$3.50 per day. A number of others will be selected and duly published.



A DOGGEREL HEADER.

The Correspondence Committee are ready, and willing to answer any communications from out-of-town League men, or clubs, upon any points not already explained. The New York men are making every effort in their power to make the Meet a success, and trust that all wheelmen will co-operate with them in their righteous endeavor.

Wheels will be stored probably in a large tent erected for the purpose, and capable of holding over 1,000 machines. The Committee expect to lease a large plot of ground at the entrance of Central Park, and every arrangement will be made to carefully guard and protect the same from injury. There will also be competent machinists to attend to any repairs that may be needed.

Bicycle Club Drills is in the hands of the publishers in Baltimore. Lithographs of individual movements, and diagrams of their application to drills form a prominent feature, and some "tips" on fancy riding will add to its attractions. When ready for sale, it will be advertised in THE WHEEL. Any one having some good movements will confer a favor by writing to R. F. Foster, Baltimore, on the subject.

THE WHEEL, adorned with a handsome new title cut and enlarged to twelve pages, makes a splendid journal, brimful of choice reading, and with four solid pages of advertising. The former interests its subscribers, and the latter perform the double duty of informing its readers and cheering the publishers. — *Times-Star*.

THE K. C. W. DINNER.

In spite of two postponements, the second annual dinner of the Kings County Wheelmen, held at the hall of the Brooklyn Bicycle Company, 161 Clymer street, was a complete success; and the Committee, consisting of Messrs. Geo. T. Brown, Chairman, A. C. D. Loucks, and Frank J. Smith, are to be congratulated for their efforts.

About nine, the members of the club, mostly attired in riding uniform, gathered around the festive board together with their invited guests, and seated themselves at the invitation of President Robert F. Hibson. After a substantial menu was disposed of and cigars lighted, the president made a welcoming address, and then read letters of regret from Gov. Cleveland, Mayor Low, the Rev. T. McKee Brown, Citizens' Club, E. C. Hodges, Boston Bi. Club, W. H. Miller (Pres. L. A. W.) Frank Egan (Pres. Ixion Bi. Club), and others.

Speeches were then made by Hon. Theo. D. Diamond, who responded to the toast of the "City of Brooklyn;" "Our Sister Societies," by James C. Eadie; "Bicycling Fraternities," by Lieu. F. J. Drake, of the *Long Island Wheelmen*; "Bedford Avenue," by Mr. Geo. W. Fisher; "Absent Ladies," by Alex. Black, of the *Brooklyn Times*; "League of American Wheelmen," by Chief Consul N. M. Beckwith; and the "Bicycling Press," by Fred. Jenkins. The majority of the speeches were to the point, and interesting, and served to pass away the time in as pleasing fashion.

The following members of the club were present: A. W. Strong, G. R. Bidwell, J. M. Sorzano, Jr., W. H. Austin, G. Hooper, Jno. H. Lephart, Ed. F. Fisk, Ed. Petters, G. W. Browne, Chas. Schwalbach, W. Wilson, A. C. D. Loucks, F. H. Douglass, Geo. T. Brown, Frank J. Smith, and R. F. Smith.

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.

APRIL 18.—Annual Exhibition and Ball of the Meriden Wheel Club.

Y 23.—Race Meeting of Harvard Bi. Club, at Beacon Park. For particulars, address, F. Winthrop White, 35 Holyoke Hall, Cambridge, Mass.

JUNE 2.—Championship of the League of American Wheelmen; distance, one mile.

JUNE 9.—Annual Encampment of Champion City Club.
JUNE 12.—Annual Meeting Citizens' Bi. Club.

JUNE 30.—Fourth Annual Tour of the Milwaukee Bi. Club, starting from its headquarters, for a run through Waukesha County, extending to July 4th.

JULY 1.—Tour in Canada by the Chicago Bi. Club.

SEPTEMBER 18, 19 and 20.—Three days, camp and tournament at Springfield, Mass.

CLOSING OF ENTRIES.

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

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

MAY 1.—Entries close for two mile bicycle race, handicap. Medals to first and second. Fee, 25 cents, for event, and 50 cents admission to the grounds. To Charles Cobb, Secretary Polytechnic A. A., Brooklyn, N. Y. Games, May 5th.

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

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

MAY 19.—Entries close for two mile bicycle race. To B. W. McIntosh, Secretary Intercollegiate 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.

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MAY 12.—Entries close for four mile bicycle race. Fee, 50 cents, Staten Island A. C. Games, May 19th.

MANHATTAN RAMBLES.

NEW YORK, April 17, 1883.

Editor of the Wheel: After a long ride, the other day, Mr. Eg—n and the writer were invited to spend the night at the residence of a grand old Dutch family—regular blue bloods, and proud of their ancestry. Their residence was a large, roomy, stone dwelling, on a slight rise of ground, with broad lawns, and the river a few minutes' walk from the door. Upon entering the city, we had visited two hotels, but upon inspection decided that our saddles offered more comfort, and better cheer; but this good family came to the rescue, and, opening wide their doors, bade us enter, and welcome to all they had. After a hearty supper, we drew up to a heavy, round table, in the sitting-room, in easy-chairs; we sat until nearly midnight, chatting merrily, drinking the best of cider, and eating walnuts—of which they had a great plenty. We were kept

in a merry humor by "my companion in crime," whose lively stories, kept unfolding, one after another, from his memory. Evidently he had wiped away the cobwebs, and the many startling adventures he had experienced on the "Wheel" were quite alarming, if not extraordinary. Nor were his talents confined entirely to the bicycle. He was as proficient in imaginative painting, so extremely skilful in the art, it produced the most remarkable effect upon his auditors. The "Ixioms" should be proud of their honored member and officer, and may their rides together be as pleasant as was ours. While on the road he is novel, and astonishing; keeping the interior of one's brain free from the stagnation that follows gloomy silence. Our sleeping apartment was one of those large guest chambers, facing the river, and upon our retiring, we found that the cider, and the sight of that broad expanse of water, engendered a strong desire for a glass of the latter; but the water in our pitcher having a fishy flavor and warmth intolerable, we agreed to mount at an early hour, and drink from a well we had found during the day, several miles in the country, where the water was cold and clear. We were also anxious to see the sun rise from a cliff near by; accordingly, four A. M. we were in the saddle, riding rapidly, mile after mile, over a path smooth and hard, near the road, then over the fence into the woodland, and meadow, up-hill and down—the path was too narrow for coasting, the riding, though, in single file of a necessity; giving more pleasure than can well be described. An increasing appetite, scenery ever changing, and of the most delightful description—here and there a hill, or valley, that would be a fortune on canvas. The road is so sandy, though,—I cannot name the locality—I would not care to be responsible for the loss of any wheelman with the "Meet" so near at hand. After an hour or so of fast riding, we dismount in front of a small vine-covered cabin, in front of which is the well, which must have inspired Samuel Woodworth to write "The Old Oaken Bucket." We found everything as described by that gentleman: the orchard, the meadow, the deep-tangled wild-wood, the wide-spreading pond, with a mill standing by it, the bridge and the rock, etc. Passing through the open gate to the well, the moss-covered bucket, how ardent we seize it, with hands that are glowing! and quick to the white pebbled bottom it falls; then quickly it comes to the surface again, filled with the nectar that Jupiter sips; all sparkling so cool and refreshing, it seems the purest and sweetest that nature can yield. We need no glass, but resting the bucket on the curb, drink, and then speed away to the valley below. We halt, and rest upon a bridge near the entrance to the town, a small Dutch and Swedish settlement, where the railroad will never wake the sleepy people. Upon either side of the streets are large maples, which shade the rider beautifully as he passes rapidly beneath their branches. The road in this place is also sandy, and the bicyclist must keep the path or sink out of sight and existence. Returning, we followed the river; riding along the bank, winding along—the river being very

crooked—large oaks and maples to protect us from the sun during the day; but in our case "Old Sol" was just rubbing the sand out of his eyes. We arrived in good season, to greet our friends as they entered the dining-room for breakfast. When they were made acquainted with the trip we had taken, they were inclined to doubt our sanity, and really think we were not church members, as represented—for such must we be to find shelter in that good old family mansion. Upon our return to the city, we decide the trip has been very profitable; inasmuch as our appetites are good, health much improved, the color of our cheeks was very suggestive of paint. Able to sleep soundly at night—in a general summing up, the best medicine we could have taken. Try it. Yours very truly, F. C.

MONTREAL.—The election of officers for the ensuing year at the 5th Annual Meeting, held in the Club House, Thursday, April 12th, resulted as follows: Governing Committee: Horace S. Tibbs, President; Albert T. Lane, Vice-Pres.; Jas. D. Miller, Sec. and Treas.; J. A. Muirhead, W. G. Ross, G. De Sola, and R. Macculloch. Road Officers: J. A. Muirhead, Captain; *J. H. Low, 1st Lieut.; R. Campbell, 2d Lieut.; J. D. Miller, Bugler; G. B. Pearson, Standard Bearer.

*Also *ex-officio* a member of Governing Committee.

ECHOES FROM THE EAST

PORTLAND, April 15, 1883.

Editor of the Wheel: Although our streets are still in a condition which prohibits all thought of riding, for a fortnight at least, the wheelmen of Portland are far from inactive, the visit of the "Down East" party being the chief topic of discussion. This will be our first attempt at entertaining our brother wheelmen, and it remains to be proved how well we shall succeed. One thing is certain: we shall try to do our best, and our failure, if such it should prove, will not be from lack of good intentions. We hear that the chief consul for the Maritime Provinces, Clarence H. Dimmock, of Windsor, N. S., intends to meet us on our arrival at Eastport with several other wheelmen from New Brunswick and Nova Scotia. We hope New York will be well represented in this party; if the weather favors, we feel safe in promising them a glorious time. Mr. C. H. Lamson, one of our pioneer wheelmen, and the leading photographer of this State, will accompany the party, and take views at different points of the route. They will prove invaluable reminders of the trip.

It looks now as though we should at last have a bicycle track, as the proprietors of the Island steamers propose laying one out at Greenwood, Peak's Island. If this proves true, our speedy men will have a chance to try each other's mettle, and many disputes will be settled.

We hear a good deal about tricycles being able to hold their own with bicycles on a tour. We will not say they cannot, for we have had no chance to test them, but we should like to have a tricyclist make one of our touring party next June, and show us what he can do. Our longest day's ride will be forty-one miles, which ought to be made with ease. C. H. Lamson and T. A.

Elwell, of this city, may be found in New York, May 28th, with the Massachusetts Bicycle Club, and will be happy to answer any questions in regard to the Eastern tour of the Portland wheelmen and invited guests. TRANSPORT.

OUR SPRINGFIELD LETTER.

Whate'er he saw, whate'er he heard,
Awakened feelings, glad and new;
And now, saith he unto himself,
I'll see what Springfield boys can do.

At last it is settled, and the Springfield Bicycle Club are fairly under way, with all sails full, and our President at the helm, with a steady hand and fire in his eye. And now as we pass by numerous rocks, sand-bars, and snags, without a scratch, we cannot help wishing that we had "Wiggins" aboard, and if we could not get three fair days in September, he would furnish an afternoon lunch for a small whale, and we would take the consequences. Our journey is to be quite a long one, and we do not expect to come into port until the 18th of next September, when we expect to have on board a cargo of gold—with Prince and Keen to guard it. We expect to pick up on the way the Yale, Harvard, Princeton, Trinity, and Columbia College boys, together with Hendee, Hamilton, Gideon, Moore, Ahl, Woodside, Neilson, Young, Wilson, and many others. And arrangements have been made to accommodate Lulu Von Trose and her twelve Indian ponies, and our genial M. D. G. has been assigned the pleasant duty of taking care of them—the ponies I mean. We are all sailors—every one of us—and while one man hauls in the main sail, another lets out the jib, and while it might puzzle a stranger to know how we could manage our "Great Eastern" and weather the storms, we do not get alarmed at all, as long as our President controls the tiller.

There is a vague rumor afloat here to the effect that "Chic" has been engaged by Barnum to travel with his "greatest show on earth," and take charge of the little tots who perform on the bicycle. Do I believe it? No! But in case it should be so, I hope he will be in the vicinity of Springfield when September comes, because many of the fair ones remember his kind smile and spirit, bubbling over with humor as they tripped the light fantastic on the twenty-second of last February.

The L. A. W. election is over, but the result is not yet known. We hope that President Ducker is to be the next Chief-Consul for Massachusetts; but if disappointed, we will not growl, but stick to Mr. Hill like a leech, and do all we can to help him and the L. A. W. In the meantime we will don our thinking cap, and next year we will "bob up serenely" in good season.

I am much pleased that the League Meet is to be held in New York, and Massachusetts will undoubtedly send a large delegation. We know the reputation of you Knickerbockers for hospitality, etc., and I never knew of a man who visited you, but that he came away with his stomach full of "goodies," and heart full of praise toward your kind treatment. Well, all success to you! We will try and stand it.

About thirty-eight members of our club took their first club run fast day and went to Holyoke, a distance of about ten miles, taking dinner at the Holyoke House, and returning in the afternoon. The weather was fair, but the roads were very poor. The boys say it was a comical sight to see M. D. take a header over the fence, with the little wheel of his machine trying to catch on the back of his shirt collar.

To return to the tournament: I sincerely hope that when it takes place next September, I will have the pleasure of welcoming you and your brother wheelmen from New York, and will endeavor to make it as pleasant for you as lies in my power. In the meantime our bark will sail on

In spite of rock and tempest roar,
In spite of false lights on the shore,
Sail on, nor fear to breast the sea!
Our hearts, our hopes, are all with thee;
Our hearts, our hopes, our prayers, our tears,
Our faith triumphant o'er our fears,
Are all with thee—are all with thee!—*Longfellow.*

LIGGENS.

SPRINGFIELD, MASS., April 16, 1883.

ALBANY GOSSIP.

Editor of the Wheel: The riding season in this vicinity is now under full headway. Every pleasant afternoon numbers of riders may be seen making their way toward the Boulevard or the country roads; and in the mornings a few may be seen riding in the Park, the roadways of which are similar, I suppose, to the "sand-papery" roads around the "Hub." The Albany B's are the more numerous, but the Fort Orangers are well represented also. Editor McClure was in town last Monday in the interest of that welcome magazine, *The Wheelman*, and left the agency with Wm. G. Paddock, dealer in sporting goods, who is also agent for the Pope Company, his brother George being one of five new members who joined our club at the last regular meeting. Among these were three ex-Troy club members.

At a special meeting, held Saturday evening, two more new men joined us, and still they come. We (the Albany Club) have received a very kind invitation from the Boston B. Club to make their club-rooms our headquarters during our stay in Boston, while on our tour this summer, which we have accepted with great pleasure. We have also been invited to join them at Springfield on the way to the League Meet; but as it is so convenient and inexpensive to take boat from here, we shall probably decline, with thanks.

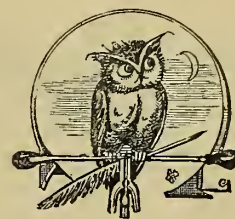
Captain Al. called a run for yesterday, to which six men responded.

The day was all that could be desired by a bicyclist, and the first club run to Sand Lake, where dinner was partaken of, was one that will long be remembered by those who enjoyed it.

Our club has decided to rent the old club-room, 289 Washington avenue, for headquarters this year, and shall be pleased to see any out-of-town bicyclists there, when we will endeavor to treat them well, at the least.

We have a handsome surplus in the treasury, and there was never a more favorable outlook for the Albany Bicycle Club than at the present time.

KLUB KICKER.



Rood, the fair fairy of the Ixions, is daily practising high-kicking, in anticipation of the arrival of the base-drum in the bicycling band of the Cincinnati Club.

Edwin Oliver, of this paper, has been confined to his room by a severe sickness. "Too muchee sixty-sixee allee slamee like doctoer."

Charlie Howard has fallen a victim to the amateur photographic mania, and now nothing is safe from being photographed anywhere in the vicinity of Katonah. He showed me a beautiful photo of a still more beautiful young lady from the rural districts, who was dressed in a remarkable dress of goats' yellow hair, with long neck—in fact, it was neck or nothing—trimmed with knife pleatings of oyster cans, and adorned with a *boulonnere* of early cabbage.

Who is the bicycling Tennyson of the *New York Star*?

The name of "Campanini" Newman is mixed with many rumors. Some say he has ordered a 64-inch and intends racing with Doc, while others equally as strongly contend that he intends to race only with the fair rider of the 24-inch wheel now exhibiting at Barnum's. Which is it, sweet singer?

"Ye Balloon" Sterry and "Ye President" Egan have grown wonderfully intimate since they have become brothers in fame, through the illustration of their manly forms in *THE WHEEL*. In fact "Y. B." has hung up in his office the cartoon of "Y. P.," and spends hours in adoration of its exquisite beauty.

Doc Beckwith has received his new 62-inch expert. The size of the wheel was too large to admit of it being placed in the express car, and in consequence it was shipped by boat.

The anxious and thoughtful faces of our prominent bicyclists but too clearly show that already the honor and labor attending the Meet has begun to tell on them.

How is it that the clerk of the weather always holds his rain off until Saturday and Sunday, just to destroy a poor biker's holiday?

I should like to see the L. A. W. Committee invite the blue-cap squad of the Capital Club to drill on May 28th.

Ford Mason intends seeking new honors, dividing them equally between the racing track and fancy feats.

The "K. C. W.'s" banquet came off mid a blaze of glory, in which I shared only in the accounts of those who enjoyed it. In this phantom feed I was joined by Pitman, who gave as an excuse for not being there, that the French cooking of Hotel De Coueter had unfitted him for banquetting.

In *Frank Leslie's Illustrated*, of last week, among a number of other sketches, by the artist Hyde, entitled "Glimpses of Spring," I notice one of a bicyclist. While I do not expect one whose principal products have, heretofore, been full-page illustrations of *ox-eyed* Junos, and such like confectionary for the *Police Gazette* and kindred periodicals, to excel in the difficult art of depicting a bicyclist in true position and pose, yet in his present attempt I cannot even say to him, "*well done, Hyde*," though I do wish it inferred from this, that I mean to class him as a *raw Hyde*.



The Official Organ of the Cyclists Touring Club in America.

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

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TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence of 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.

RIDING FORM.

The season has now practically opened. The backbone of winter is broken, past repair, and the spring will soon follow. The roads are assuming better shape, and the boulevards will soon be dotted, as of old, with the flying wheel. The clubs have commenced their weekly runs, and everything points to a long and successful season of enjoyment.

It was our good fortune, not long ago, to ride with a prominent club, and, as we kept pretty well in the rear, we took occasion to notice the style of the different riders. One could easily distinguish the new from the old rider, not alone by the speed, but in what is best known as "riding form."

We have observed a marked tendency in new riders to assume a bow-legged appearance, while mounted which is not only ungraceful but requires an unnecessary expenditure of strength in order to propel the wheel, particularly on an up-grade. Riders should especially try and keep their knees as close to the forks of the machine as possible, and avoid this defect in their riding. The average wheel is constructed with this object in view, viz.: that when the feet are at rest on the pedals, they will assume the same relative position as in standing. It is therefore unnecessary to alter the line of the thrust from that of the forks, and the quicker this is remedied the better.

Another fault we have observed in riders is the tendency to stiffen the ankles and not use them in riding. This is further increased by the use of high shoes, which to our mind are an abomination, and should be discarded. The low shoe not only admits the free play of the ankles, but looks one hundred per cent. better, and is now so almost

universally adopted, as to need hardly more than a passing notice. We cannot speak too strongly on the proper use of the feet. Analyze the ankle movement in walking, and you will find it resembles that of the walking beam. Why should you, in riding, avoid this most common movement of the ankle? Once acquired, it is easily retained, and it certainly relieves the muscles of the leg by distributing the propelling force over a greater number of muscles. Then, again, one avoids the pumping movement of the thigh that invariably accompanies the "stiff ankle" man.

Having disposed of the lower extremities, we wish to make a few remarks on the movement of the upper part of the body. We noticed that many men seemed to ride with their whole body, swaying from side to side in a manner that would lead the spectator to think bicycling the hardest kind of work; another, in climbing a hill, was virtually putting his "nose to the grindstone." We do not profess to say that it is not somewhat easier to ascend a hill by throwing the weight of the body forward and well over the handles, but the exaggerated positions of some we noticed were ludicrous in the extreme. Sit erect, if possible, and lean slightly forward only when absolutely necessary. Avoid cramping the chest, and thereby impairing your wind. Have your handles adjusted so that the arms are naturally extended when grasping them. Strive to cultivate good "form" in your road work; speed will naturally follow. Remember in your road-riding that you are always considered an example by the looker-on. Remember that it impresses an outsider much more favorably with bicycling to see a man sitting erect, and gliding gracefully along, than to have one dash by, head down, with his limbs like a pair of parenthesis marks. There is nothing so pleasing to the eye as a well-mounted bicyclist riding in good form, and we trust that the few hints we have thrown out will be of service to those who will appear in the League parade. We cannot all be a Pitman or a Johnson, but with a little care on our part, one can certainly improve in "riding form."

"SAFETY, SPEED, AND COMFORT."

The Facile bicycle, which has been upsetting all preconceived notions about the capacities of small wheels, beating records, and conquering its way into use, in England, during the past two years, has reached America, and is confidently expected by its backer to repeat this process here. A machine which has done 214½ miles in a little over twenty hours, thus far holding the belt on long distance road-riding in one day, and which claims to beat everything for hill-work, safety, and utility as a roadster, is not to be ignored. The energetic gentleman who has the sole American control of the Facile and says his say about it in our advertising columns, this week, is well known as one of the early and irrepressibly enthusiastic of American wheelmen, a diligent student of wheel construction, and a frequent writer whose opinions carry not a little authority. He proposes to set the Facile rolling

in this country, or find out that he is mistaken, which nobody who knows him will desire him to be. And to those who, on the whole, prefer an additional wheel or two, he offers the celebrated "Coventry" tricycle.

OUR BOSTON LETTER.

Tricycling has gained another strong convert in Boston, in the person of ex-President Parsons, of the M. B. C. A coventry, convertible now, delights his heart, and the genial Vice of the League may be seen any afternoon spinning along the streets of Cambridgeport at a slashing gait. It is pleasant to see "Champaigne's" spirits rise, as he talks of his new love. It reminds one of the days of 1878 and 1879, when no one was more enthusiastic than he for bicycles and bicycling.

The Newton B. C. held its "annual" at Young's, last week. The leading officers of the city clubs were the guests of the evening, and each and all, both clubmen and guests, seemed to enjoy themselves hugely, as they sat together around the board. Although young in years, when compared with other clubs of the vicinity, the Newtons have succeeded in drawing into their ranks some of the best and choicest spirits of the suburban riders. Burnham has won them fame on the path, as several of the New York racing men can testify. Clark has done good work in the L. A. W., and gained a good opinion for his club thereby. Stall and Secretary Pope are the clubs' trade representatives, while their Captain has brought them many medals and broken many a record on the Institute track. A more social body of wheelmen hardly exists, as our friend, *The Owl*, can testify.

Hotel Glendon has become the headquarters of the Ramblers. Cozy club-rooms have been secured, and will be fitted up in the latest style of cycling haunts, not exactly *a la* Citizens, but in a way that will attract the men to them.

The "Glendon" is only a block from the M. B. C. club-rooms; so we expect to see the avenue crowded with wheelmen on "run" days. A better situation for a wheel-room could not be found: directly in front of the door lies the smooth asphalt of Columbus avenue, stretching away for a mile toward the Mill Dam, the Mile Ground, and the lovely roads beyond.

Rumors of races are flying thick; the Casino is responsible for most of them. They are preparing for a six-days' race, early next month, for a purse of \$400: a twenty-mile bicycle versus horses with C. J. Young as the bicyclist, and numerous amateur events to come off at odd times. The existence and power of the League is felt at the Casino, if nowhere else in the city. All their amateur bicycling events are sanctioned by the League, even to the most trivial gatherings. When an association like the Casino dares not invite wheelmen to enter its races or accept the freedom of its building without first gaining the sanction of the League to its proceedings, it shows that something has been gained at least. Last spring no company would have thought of asking the L. A. W. to sanction its games, or would they have even known there was such an organization. "Juvenis" has suffered an injury, not only in the body but also in the spirit. As he was wending his way along the Mill Dam, last week, he was

capsized by some ruffian in a buggy, and quite severely bruised. He should have acted as Stall did, last season, when the same accident happened to him; instead of stopping to examine his injuries, that young man swung himself up into his sixty-incher, followed the driver, and had him arrested; but Juvenis takes the slower but surer method of redress, by law and the courts. He says he will make that Milleken sick before he gets through with him.

On Saturday afternoon and evening the Casino management threw open their building and track free to all the wheelmen of the city. From one hundred and fifty to two hundred bicyclists availed themselves of this opportunity to use the track and rink for exercise and amusement; during the afternoon, practice spins and scrub races were in order; in the evening three regular races, under the sanction of the L. A. W., were run. In the first, a three mile straightaway; the starters were A. W. Fuller, C. H. Haven, C. S. White, and J. H. Hughes. Fuller took the lead at the start, and held it easily until the finish, although Hughes struggled desperately to pass him. White was thrown during the third mile; Fuller passed over scratch in 11.26½.

In the half-mile dash, W. O. Faulkner, Sabin of Newton, A. Hosmer, and Wattles of the Ramblers were the contestants. At the sound of the starters' caliope, the men dashed away, with Faulkner a good length in advance, and on rounding the turn for the second lap he still led, with Sabin close upon his rear; but the Newton man's machine was so large that it was impossible for him to fly the corners at the speed that Faulkner kept up, and he gradually dropped back. Faulkner finished in 1.36½, with Sabin second, in 1.38½, and Wattles and Hosmer out of the race.

The mile race promised to be the best of the evening, as Burnham and Faulkner were to meet, with Hosmer for the third man. The men on the first three laps came down the stretch with Faulkner well in front, Hosmer second, and Burnham in the rear. As Faulkner came around the curve of the home-stretch, in the fourth lap, his pedal collided with the fence on the outer edge of the track, and he came down with a crash to the floor. Before he fairly struck, Hosmer had ridden nearly over him, and added his mite to the heap; and Burnham, coming up at that moment, also dropped himself and machine in the same spot. There was a mixture of men and machines for a few seconds. Faulkner cleared the wreck first, and started down the track with Hosmer at his heels, but poor Burnham had doubled one of his pedals all out of shape, and, after running one lap, left the track, leaving the race free to Faulkner. Time, 3.39; Hosmer 3.46½. The prizes, in each event, were gold League badges. Faulkner and Fuller are of the "Stars" of Lynn. After the races, Prof. Wilnot gave a splendid single exhibition on the asphalt rink, and also a double performance, assisted by Vic Aldrino; the wheelmen vigorously applauded the entire performance.

At the end of the programme was a supper,

given by the Casino to all visiting wheelmen. Some of the riders, unaware of the good things in store, stayed on the track, but the Newton and Massachusetts clubs, with their usual forethought, rushed in and secured the best seats and did heavy execution among the edibles. All agreed in calling the evening the best of the season, and one that will always be remembered to the credit of the Casino Amusement Co. PERCY.

CAMBRIDGE, April 5, 1883.

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.

H. D. Corey, 10 Milk Street, Boston, Mass.; Dr. H. W. Hoopes, 84 N. Eutaw Street, Baltimore, Md.

RENEWAL.

[Omitted from a previous issue.]

W. V. Burt, 702 Tremont Street, Boston, Mass.

APPOINTMENTS.

CLUB TAILORS.—C. H. Thwing & Co., 410 Washington Street, Boston, Mass.

CLUB HATTERS.—Bent & Bush, 387 Washington Street, Boston, Mass.

THE CLUB UNIFORM

of the U. S. Branch of the C. T. C. consists of Norfolk jacket, with two pleats, front and back. Vest with back of thin flannel. Knee-breeches, or knickerbockers, and low cap with visor (Boston Club shape). Riding gaiters, more particularly designed for tricycling, but suitable for street wear, can also be obtained. The cloth, or the uniform complete, can be ordered from England direct (vide *Club Monthly Gazette*, March number, page 220); but in order to avoid delay, and reduce the expense which attends the importation of woollens into this country, a fac-simile cloth has been woven here, and estimates have been procured from several reliable tailors. That of C. H. Thwing & Co., 410 Washington Street, Boston, has been accepted, and the cost of which this firm will supply the uniform, is as follows:

Norfolk jacket.....	\$13 00
Breeches or knickerbockers.....	6 50
Vest (flannel back).....	5 00
Stockings (heavy gray English niantic knees), 2.75; or entire suit as above.	26 50
The same firm will also supply the riding-gaiters made of the club cloth, at per pair.....	3 50

White cotton gloves, cheaply obtainable anywhere, and low shoes, are recommended.

The uniform is without linings, is trimmed with dark, self-shank horn buttons, and is so made that—to quote the circular issued by the committee—"Flannel has everywhere been adopted as the medium of contact with the body, and in the complete outfit a rider is practically wrapped—yet wrapped lightly—in wool from head to foot."

The firm of Bent & Bush, 387 Washington Street, Boston, hatters, by appointment, to the Boston Bicycle Club, will supply the C. T. C. caps (American) at \$1.75 each.

Although the art of making knee-breeches has not yet been properly developed on this side of

the Atlantic, there will doubtless be cases where members will prefer to entrust the making of their uniforms to their own tailors, for these the club cloth can be obtained, *by members only* from the Lamville Mills, Fairfax, Vermont, at \$1.35 per yard. The following quantities: Norfolk Jacket, 3¾ yards; breeches or knickerbockers, 2 yards; vest, 1 yard; gaiters, 1½ yards, will be found ample, and will afford a moderate provision for those repairs which, as every rider knows, are inevitable.

Orders for the cloth or uniform should be sent (*always with the cash*) direct to the addresses, as above; but in order that it may be secured to the club that none but members shall be able to obtain either, each order should be accompanied with a postal card addressed to the Chief Consul, on receipt of which he will authorize the filling of the order. Without such authority neither tailor, hatter, nor mill will fill any order in which the club cloth is to be used.

The Chief Consul hopes that these arrangements will be acceptable to the U. S. membership, and that the privilege of wearing a uniform in which comfort and elegance are so well combined will not be without its proper influence

League of American Wheelmen.

Applications for membership should be sent to Fred F. 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. V.; 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, 1899 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.; G. D. GIDEON, Philadelphia, Pa.; JAMES DENISTON, Ellsworth Ave., E. E., Pittsburgh, Pa.

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

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 20th, 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.

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 23d 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.

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.

Los Angeles Bi. Club—

3548—G. A. Haskell..... Los Angeles, Cal.
3549—C. H. Wedgewood..... " "
3550—J. W. Lancaster..... " "
3551—H. I. Millard..... " "
3552—J. F. Blake..... " "
3553—H. W. Heinsch..... " "
3554—C. E. Serrot..... " "
3555—M. Hellman..... " "
3556—E. Atkinson..... " "
3557—H. Banning..... " "
3558—L. E. Myers..... " "

Pequinock Wheel Club—Add.

3560—Frederick E. Bradley, P. O. Box 182
West Stratford, Conn.
3561—Allen Stanton, 2 Cortland Place,
Bridgeport, Conn.

Alpha Bi. Club—

3563—James S. Dodson..... Bethlehem, Pa.
3564—H. B. Eggert..... " "
3565—Chas. C. Knauss..... " "
3566—Frank Lerch..... " "
3567—C. F. Smith..... " "
3568—James E. Krause..... " "
3569—Wm. S. Winterstein..... " "
3570—Howard Chapman..... " "
3571—Frank Leibert..... " "

Hermes' Bi. Club—Add.

3572—J. E. Bartlett..... 2253 Calumet Ave., Chicago, Ill.

Lehigh University Bi. Club—

3573—G. R. Booth..... Bethlehem, Pa.
3574—J. R. Englebert..... " "
3575—H. O. Koller..... " "
3576—L. J. Baldwin..... " "
3577—J. DeBruyn Kops..... " "
3578—R. P. Linderman..... " "
3579—J. L. McLenegan..... " "
3580—P. D. Millholland..... " "
3581—E. M. Morgan..... " "
3582—J. W. Packard..... " "
3583—G. S. Patterson..... " "
3584—J. B. Price..... " "
3585—A. S. Reeves..... " "
3586—W. H. Sayne..... " "
3587—B. Searle..... " "

3588—A. P. Smith..... Bethlehem, Pa.
3589—E. S. Stackhouse..... " "
3590—R. Stinson..... " "

Helena Wheelmen Bi. Club—

3591—Will Armitage..... Helena, Montana.
3592—J. E. Norris..... " "
3593—W. E. Norris..... " "
3594—G. H. Curtiss..... " "
3595—T. Sharp..... " "

Germantown Bi. Club—

3596—Geo. F. Craven..... 1442 North 7th St., Phila., Pa.

Lexon Bi. Club—Add.

3597—Roland G. Rood, School of Mines.....
..... Columbia College, New York City.

Rochester Bi. Club—Add.—[Rochester, N. Y.]

3599—Sidney Pool..... Jones St., cor. Brown St.
3600—C. Fred. Hovey..... 253 North St. Paul St.
3601—John E. Conolly..... 62 East Main St.
3602—Reuben A. Punnett..... 18 Mague St.
3603—Charles A. Smith..... 143 Frank St.
3604—Arthur M. Bennett..... 29 Jay St.
3605—Gilman N. Perkins..... 12 S. Washington St.

American Star Bi. Club.—[Philadelphia, Pa.]

3606—C. E. Updegraff..... 261 South 3d St.
3607—J. H. Updegraff..... 267 " "
3608—J. A. Green..... 261 " "
3609—C. H. Elliott..... 261 " "
3610—B. F. DuBois..... 261 North 9th St.
3611—H. Greensmith..... 516 South 20th St.
3612—E. G. Lenhart..... 1131 Filbert St.
3613—M. T. Lenhart..... 1131 Filbert St.
3614—S. S. Pancoast..... N.-W. cor. 5th and Green Sts.
3615—W. J. Smith..... N.-W. cor. 22d and Pine Sts.
3616—J. Dowling..... 408 Penn St.
3617—H. B. Thatcher..... 831 East York St.
3618—F. R. Snyder..... 452 Franklin St.
3619—R. Brewer..... 1625 Oxford St., and 42 N. 6th St.

Unattached.

3559—V. A. Schilling..... 14 Public Square, Canton, O.
3562—A. H. Strout..... 26 E. Brookline St., Boston, Mass.
3598—Walter W. Dudley..... Whitinsville, Mass.

Correction.

3527—D. Flandsburg..... Meriden, Conn.

NEW YORK L. A. W. CONSULS

The following general letter of instructions has been issued to League Consuls, N. Y. State:

NEW YORK STATE CONSULATE, U. S. A. 1
21 West 37th Street.

Dear Sir: I take pleasure in enclosing your certificate as Consul L. A. W. for your district, together with "Route Slips," directions, etc. In accordance with the rule, your term of office will expire on July 1, 1883, but in nearly all cases re-appointments will be made from that date. The "Route Slips" are to be filled out by you in same manner as the printed sample, and returned to me at as early a date as possible. It is de-

sirable you select the most rideable routes, radiating from the most important point in your district.

It will be an important part of your labor to select a good hotel for the accommodation of tourists; and in making such selection, bear in mind, that the reduction from regular rates is of secondary consideration, especially in the smaller towns; that the majority of League tourists desire good food, beds, and proper attendance at a fair rate. In consideration of increased patronage, and the free advertising the hotel will receive in the League publications, secure if possible a reduction of 10, 15, or 20 per cent. from regular rates. Represent to the landlord that about 2,000 Amateur Bicyclers are members of this organization, and that the number of touring members is constantly increasing.

Stencil plates, sign boards, etc., will soon be furnished, and it is especially desired Consuls should be active in erecting boards at such points as they may deem necessary, and in using the stencil sign on conspicuous places, and as frequently as they may deem advisable. With the stencil plate in your pocket you may organize a business and pleasure trip on your wheel, making out the safest and best routes to the tourist or uninformed, as you go.

The success of our organization largely depends upon the prompt and effective work of the Consuls, and I earnestly hope that as the season advances, and touring begins, there may be found in every place where there is a bicycle that you have secured a League hotel, and can furnish a detailed description of the most desirable routes, radiating from the principal points in your several districts. It is contemplated at the Annual Meet, on May 28th, to organize a State Division of the L. A. W., which being accomplished, our work can be more direct and effective. Please give that subject a little thought, and be prepared for action.

I take this opportunity of urging upon the various Consuls the importance of furthering the interests of bicycling, by using every endeavor to make the League Meet of 1883 as great a success as possible, by urging the attendance of as many of the fraternity as possible.

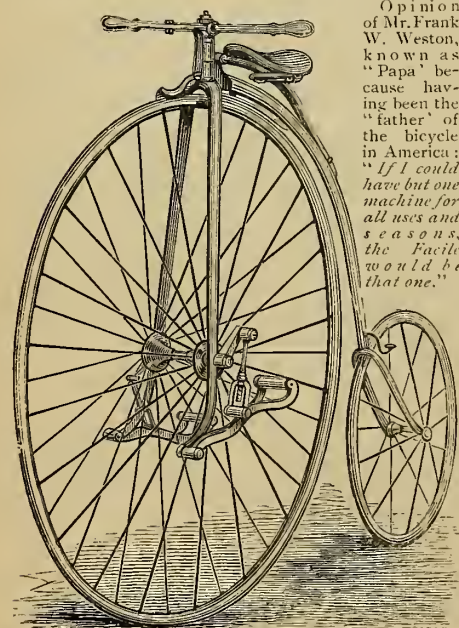
Wishing you every success in your official capacity,

I remain, fraternally yours,

N. MALON BECKWITH,

Chief Consul, L. A. W.

Safety, Speed, and Comfort.



Opinion of Mr. Frank W. Weston, known as "Papa" because having been the "father" of the bicycle in America: "If I could have but one machine for all uses and seasons, the Facile would be that one."

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

Tricycles.

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

For price lists and all further information required apply (temporary address) to

JULIUS WILCOX,

Agent and Attorney for M. M. Wilcox,

(Licensed by the Pope Manufacturing Company.)

53 1-2 FULTON STREET, NEW YORK

THE MONARCH OF ALL.

THE GRANDEST, GREATEST,
and most glorious Bicycle Camp,
Meet and Tournament, will be held
at SPRINGFIELD, MASS.,

SEPTEMBER 18, 19, 20, 1883,

UNDER THE AUSPICES OF THE

Springfield Bicycle Club.

BICYCLE RACES,

TRICYCLE RACES,

CAMP ILLUMINATION,

DISPLAY OF FIREWORKS.

3 BANDS OF MUSIC.

Prizes amounting to \$4,500.

\$1,000 Challenge Cup of solid gold
and silver will be presented to the
winner of the 20-mile Amateur Cham-
pionship of U. S. by the Pope Mfg.
Co., of Boston.

Wheelmen everywhere please send
your name to the S. Bi. Club and re-
ceive the *Springfield Wheelmen's Gazette*
FREE for six months. Gives full par-
ticulars. A good, readable paper, six
months for nothing.

SUMMER VACATION.

Plan your summer vacation so you
can enjoy the greatest bicycle event of
1883.

SPRINGFIELD BICYCLE CLUB,

HENRY E. DUCKER,
President.

A. L. FENNESSY,
Secretary.

SITUATION WANTED.—W. J. Morgan, the pro-
fessional bicyclist, is open to an engagement as trainer
to a bicycle, boating, or athletic club. Location no
object. Considerable experience on English and Ameri-
can tracks. Terms reasonable. Address, care of THE
WHEEL, Box 444, New York.

BICYCLE TACTICS.

A complete Manual for drilling Clubs,—by

T. S. MILLER,

Past Captain, Chicago Bi. Club.

PRICE 15 CENTS.

OLIVER & JENKINS,

P. O. Box 444,

NEW YORK.



THE
CALIGRAPH
THE BEST WRITING
MACHINE in the
World. Send to AMER-
ICAN WRITING MACHINE
COMPANY, Manuf'rs, 213 W.
31st Street, New York, for
illustrated Catalogue.

THIRD ANNUAL MEET

—OF THE—

League of American Wheelmen

—AT—

New York, Monday, May 28, 1883.

PROGRAMME.

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

COMMITTEES OF ARRANGEMENTS.

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

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

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

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

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

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

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

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

AMUSEMENTS.

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

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

COSMOPOLITAN THEATRE. B'way and 41st St.,
every evening and Saturday Matinee, the entire
UNION SQUARE THEATRE COMPANY in the
latest success, A PARISIAN ROMANCE.
All the original scenery and appointments direct from
the UNION SQUARE THEATRE.
April 23, the operatic spectacular extravaganza,
FORTUNIO.

NIBLO'S GARDEN.
POOLE & GILMORE... Proprietors and Managers.
RESERVED SEATS (Orchestra Circle and Balcony), 50c.
LAST WEEK OF JOHN McCULLOUGH.
WEDNESDAY EVENING, OTHELLO, THURS-
DAY, JACK CADE, FRIDAY, VIRGINIUS, SAT-
URDAY MATINEE, LADY OF LYONS, SATUR-
DAY EVENING, RICHARD III.
NEXT WEEK, GUS WILLIAMS, ONE OF THE
FINEST.

CASINO. Broadway and 39th Street.
TO-NIGHT,
Return to New York
of the
McCAULL COMIC OPERA COMPANY.

THE SORCERER.
With the great original cast.
Miss Lillian Russell, Laura Joyce, Madeline Lucette,
Julie de Ruyther, Messrs. John Howson, Digby Bell,
Chas. J. Campbell, Geo. Olmi, &c.

In preparation,
THE PRINCESS OF TREBIZONDE.

H AVERLY'S THEATRE, 14th St. and 6th Ave.
J. H. HAVERLY..... Manager and Proprietor.
The greatest of all successes,
THE KIRALFY BROS.

AROUND THE WORLD IN 80 DAYS.
With a Large and Magnificent Ballet Troupe.
Mlle. De Rosa. Mlle. Cappelini, and over 100 Danseuses.
Introducing the live elephant, Bamboo.
Largest elephant ever presented on any stage.
Gorgeous Costumes, Handsome Costumes.
Band of Indians.

MATINEES WEDNESDAY AND SATURDAY AT 2.



MISCELLANEOUS.

Advertisements inserted in this department up to
four lines nonpareil, for \$12.00 per year.

ST. LOUIS, MO.

Garvey's Bicycle Agency, 405 Chestnut Street, agency
of the Columbia Bicycles; also for all high class Eng-
lish 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 Butter-
field 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 auda-
cious humorous verse of the century, by the oldest of the
early wheelmen in America. Cloth, 110 pp. Sent post-
paid for 40 cents, by OLIVER & JENKINS, Box 444, N. Y.

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

WANTED.—To purchase, a second-hand bicycle,
state size, make, how long been in use, and bottom
cash price. "Business," 112 Central Ave., Newark, N. J.



H. B. HART,

No. 811 ARCH ST.

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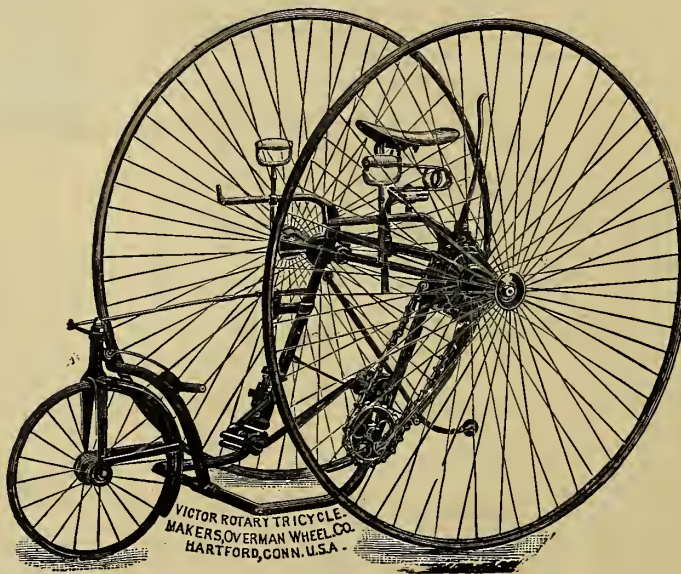
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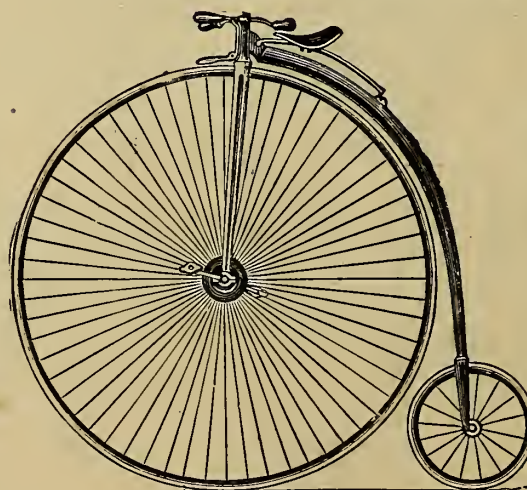
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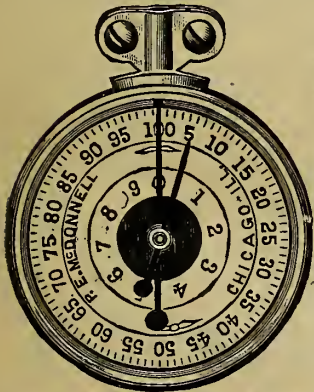
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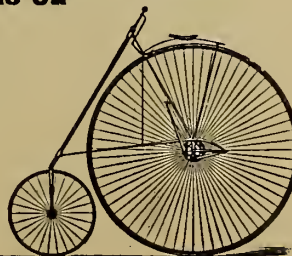
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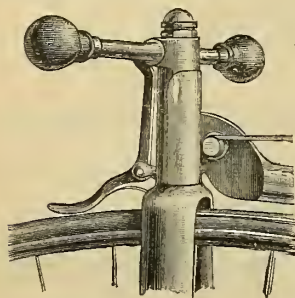
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