

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN AND THE CYCLIST TOURING CLUB IN AMERICA.

VOL. IV.—No. 13.—WHOLE NUMBER 91.]

NEW YORK, JUNE 29, 1883.

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League of American Wheelmen.

All applications for membership to the League of American Wheelmen, except in the States of Massachusetts, New York, New Jersey, and Michigan where there are State Divisions, should be sent to Fred Jenkins, Corresponding Secretary, 45 West Thirty-fifth Street, New York.

The admission fee is \$1.00, and should in all cases accompany the application. In case the application is rejected, the fee will be returned. Names of applicants should be written very plainly, with first names in full, giving Post-Office address. Remit by Checks, Drafts, or Post-Office Money Orders, made payable to Fred Jenkins, Cor. Sec'y L. A. W.

Applicants should notice names as published in THE WHEEL, and notify the Corresponding Secretary if any error is made. Members of the League are requested to notice the names also, and inform the Corresponding Secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

THE WHEEL is the official organ of the League, and, apart from all the official notices and news of the League, devotes considerable space to the news of the day. It is sent free to every member of the League.

Circulars, etc., regarding the League will be sent to any address on application to the Corresponding or Division Secretaries.

BOARD OF OFFICERS.

President—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, New York.

Vice-President—W. H. MILLER, Box 245, Columbus, Ohio.

Cor. Sec'y—FRED. JENKINS, 45 West Thirty-fifth St., New York.

Treasurer—WILLIAM V. GILMAN, Box 1487, Nashua, N. H.

Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

Membership—C. K. Alley, Chairman, care S. S. Jewett & Co., Buffalo, N. Y.; Frank P. Kendall, Box 889, Worcester, Mass. Fred. Jenkins, 45 West Thirty-fifth street, N. Y.

Racing—Geo. D. Gideon Chairman, 1725 N. Twenty-first St., Philadelphia, Pa.; Fred. Jenkins, Secretary and Official Handicapper, 45 West Thirty-fifth street, N. Y.; Geo. H. Strong, 252 Market street, San Francisco, Cal.; J. O. Blake, 68 Wabash avenue, Chicago, Ill.; Abbott Bassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

Rules and Regulations—W. H. Miller, Chairman, Box 245 Columbus, Ohio; N. M. Beckwith, 21 West Thirty-seventh street, N. Y.; Chas. D. Standish, Detroit, Mich.

Rights and Privileges—A. S. Parsons, Chairman, Cambridgeport, Mass.; Angus H. Hibbard, Milwaukee, Wis.; W. V. Gilman, Nashua, N. H.

Railroads—Burley B. Ayres, Chairman, 189 Michigan avenue, Chicago, Ill.

CHIEF CONSULS.

California—George H. Strong, 252 Market Street, San Francisco.

Connecticut—S. A. Marsden, 308 Chapel Street, New Haven.

Delaware—Charles H. Kittinger, Wilmington.

District of Columbia—Phillip T. Dodge, 816 F St., Washington.

Illinois—J. O. Blake, 68 Wabash Avenue, Chicago.

Indiana—Harry Bates, Indianapolis.

Kentucky—Orville Anderson, Louisville.

Maine—C. H. Lamson, Portland.

Maryland—Albert Trego, B. & O. R. R., Baltimore.

Massachusetts—E. K. Hill, Worcester.

Michigan—Charles D. Standish, 36 Michigan Grand Ave., Detroit.

Minnesota—C. H. Porter, Winona.

Missouri—Richard Garvey, 407 Chestnut St., St. Louis.

New Hampshire—C. H. Wilkins, 859 Elm Street, Manchester.

New Jersey—L. H. Johnson, Orange.

New York—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, N. Y.

Ohio—H. S. Livingston, Box 466, 443 West Seventh Street, Cincinnati.

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—Albert Rennie, Hamilton.

Province of Quebec—H. S. Tibbs, Box 1138, Montreal.

Rhode Island—A. G. Carpenter, Providence.

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

REPRESENTATIVES.

California—George J. Hope, San Francisco.

Connecticut—T. S. Rust, Box 1033, Meriden.

Delaware—Willard A. Speakman, Wilmington.

District of Columbia—

Illinois—H. G. Rouse, Peoria.

Kentucky—Leon Johnson, Louisville.

Maine—Frank E. Elwell, Portland.

Maryland—Yates Penniman, Baltimore.

Massachusetts—C. L. Clark, 42 Bedford St., Boston; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Weber, Gloucester.

Michigan—George K. Root, Detroit.

Minnesota—H. H. Barber, Brainerd.

Missouri—George C. Oeters, 203 S. Main St., St. Louis.

New Hampshire—E. M. Gilman, Nashua.

New Jersey—H. C. Douglas, 82 Parkhurst Street, Newark.

New York—C. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua.

Ohio—Albert Ely, Jr., Cleveland; W. H. Miller, Box 245, Columbus.

Pennsylvania—George D. Gideon, 1725 N. 21st St., Philadelphia.

Province of Ontario—John Moodie, Hamilton.

Province of Quebec—J. D. Miller, Montreal.

Rhode Island—

Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meinecke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

NOTICE TO CHIEF CONSULS AND REPRESENTATIVES.

Please send me at once your correct Post-Office address for insertion in this list. Also notify me promptly of any change in your address.

Respectfully yours.

FRED JENKINS,

Cor. Sec'y L. A. W.

45 W. THIRTY-FIFTH STREET, }
NEW YORK, May 31, 1883.

ANNUAL MEMBERSHIP ASSESSMENT.

All members of the League are hereby notified that their annual assessment is now due, and that a prompt remittance is desired. Those resident in the States of Massachusetts, New York, New Jersey, Pennsylvania, Ohio, and Michigan, where L. A. W. Divisions have been organized, will remit to the Division Treasurer—all others to the General Treasurer of the League—by Check, Draft, or Post Office Money Order. Division Secretaries and Treasurers are requested to discriminate in making their returns to this office, to send only renewals and all renewals, while the names of all applicants for admission to the League should be sent to the Corresponding Secretary.

W. V. GILMAN,

P. O. Box 1487, Nashua, N. H.

Treasurer.

NOTICE TO BICYCLE CLUBS.

Clubs who wish a position in the League parades, or representation at conventions by delegates, should have a clause similar to the following embodied in their by-laws:

League Membership.—This Club, as a whole, shall become members of the League of American Wheelmen, the initiation fees being paid out of the Club Treasury, and each new member not already a member of the League, shall be proposed by the Secretary of the Club. Each member of the Club shall contribute his annual dues of the League to the Club Treasurer, individually; or the annual dues of each member shall be paid out of the Club Treasury.

NEW YORK STATE DIVISION.

OFFICERS.

Chief Consul—N. M. Beckwith, 21 West Thirty-seventh Street, New York.

Treasurer—Louis H. Brown, 153 Lake Street, Elmira, New York.

Secretary—Benj. G. Sanford, Box 2425, New York.

Representatives—C. K. Alley, Buffalo, New York; A. G. Coleman, Canandaigua, New York.

All applications for membership in the League of American Wheelmen from residents of New York State, and any inquiries concerning the New York State Division, should be addressed to Benj. G. Sanford, Secretary, Box 2425, New York.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer, Louis H. Brown, 153 Lake St., Elmira, N. Y.

NEW JERSEY STATE DIVISION.

OFFICERS.

Chief Consul—L. H. Johnson, Orange, N. J.

Representative—H. C. Douglas, 82 Parkhurst Street, Newark.

Secretary—Harold Serrell, Plainfield, N. J.

Treasurer (pro tem.)—Fred. Provost, New Brunswick.

All applications for membership in the League of American Wheelmen from residents of the State of New Jersey, and any inquiries concerning the New Jersey State Division, should be addressed to Harold Serrell, Secretary, Plainfield, N. J.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer (pro tem.), Fred. Provost, New Brunswick.

MASSACHUSETTS STATE DIVISION.

OFFICERS.

Chief Consul—Edward K. Hill, Worcester.

Representatives—C. I. Clark, Newton; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Weber, Gloucester.

Secretary—Frank P. Kendall, Box 889, Worcester.

Treasurer—Chas. P. Shillaber, 131 West Chester Park, Boston.

All applications for membership in the League of American Wheelmen from residents of the State of Massachusetts, and any inquiries concerning the Massachusetts State Division, should be addressed to Frank P. Kendall, Box 889, Worcester, Mass.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, Chas. P. Shillaber, 131 West Chester Park Boston, Mass.

MICHIGAN STATE DIVISION.

OFFICERS.

Chief Consul—Chas. D. Standish, Detroit.

Representative—George K. Root, Detroit.

Secretary—W. C. Marvin, Ovid.

Treasurer—G. E. Gorham, Marshall.

All applications for membership in the League of

American Wheelmen from residents of the State of Michigan, and any inquiries concerning the Michigan State Division, should be addressed to W. C. Marvin, Secretary, Ovid, Mich.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, C. E. Gorham, Marshall.

OHIO STATE DIVISION.

OFFICERS.

Chief Consul—H. S. Livingston.
Representative—Alfred Ely, Jr., 11 Granger Street, Cleveland; W. H. Miller, Box 245, Columbus.

Secretary (pro tem.)—C. J. Krag, Columbus.
Treasurer (pro tem.)—D. E. Barnum, Springfield.
All applications for membership in the League of American Wheelmen from residents of Ohio, and any inquiries concerning the Ohio State Division, should be addressed to C. J. Krag, Secretary *pro tem.*, Columbus, Ohio.

The dues of the League for the year ending May 30th, 1884, are now payable, and should be sent to the Division Treasurer, *pro tem.*, D. E. Barnum, Springfield, Ohio.

PENNSYLVANIA STATE DIVISION.

OFFICERS.

Chief Consul—George Sanderson, Scranton.
Representative—George D. Gideon, 1725 N. Twenty-first St., Philadelphia.

Secretary—Victor M. Halderman, Marietta.
Treasurer—Fred. McOwen, 505 Holly St., W. Philadelphia.

All applications for membership in the League of American Wheelmen from residents of the State of Pennsylvania, and any inquiries concerning the Pennsylvania State Division, should be addressed to Victor M. Halderman, Secretary, Marietta, Pa.

The dues of the League for the year ending May 30, 1884, are now payable, and should be sent to the Division Treasurer, Fred. McOwen, 505 Holly Street, Philadelphia, Pa.

CONSULS—PENNSYLVANIA DIVISION.

The following named gentlemen have been appointed Consuls to date: F. C. Hand, Scranton; W. Frank Garrett, Lancaster; V. M. Halderman, Marietta; E. H. Ames, Titusville; F. McOwen, Philadelphia.

GEORGE SANDERSON,
Scranton, June 18, 1883. Chief Consul.

RACES SANCTIONED BY THE RACING BOARD L. A. W.

JUNE 30—Boston and Newton Club Races at Beacon Park.

JULY 4—Races at Williamsport, Pa.
" 4—Races at Cazenovia, N. Y.
" 4—Races at Springfield, Mass.
" 4—Races at Lawrence, Mass.
" 4—Races at Cobleskill, N. Y.
" 4—Races at Louisville, Ky.
" 4—Races at Montrose, Pa.

Members of the Racing Board will please report promptly any races they may sanction, for insertion under this heading.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owners' 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; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy; Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft. Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandalia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia.

TRANSPORTATION CHARGES.

Pennsylvania—25 cents for 50 miles or less, and half cent per mile over fifty.

Boston & Maine R. R. and Eastern R. R.—25 cents for 50 miles or less, and 50 cents for all distances over 50 miles.

NOTICE.

It has frequently happened that baggagemen have forced wheelmen to pay for the transportation of bicycles in baggage-cars over roads issuing circular making wheels free. Where this is done it is purely a steal on the part of baggagemen, and wheelmen should resist it in every case. Where such money is paid, however, please notify Chairman of R. R. Committee, identifying train and baggageman, and the matter will be taken up with the R. R. Company.

B. B. AYERS.

TRANSPORTATION—SPECIAL RATE.

To wheelmen participating in the Canada tour of the Chicago Bicycle Club the Michigan Central Railroad will make a reduced rate of two cents per mile from all its stations in Michigan, Illinois, Indiana, Ohio, and Canada.

B. B. AYERS.

APPLICATIONS FOR MEMBERSHIP L. A. W.

NEW YORK, June 29, 1883.

The following is a list of applicants for membership received up to date and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and addresses are correct, and report any error at once to

FRED. JENKINS,
Cor. Sec'y, L. A. W.

Mountain Bi. Club—add.:

3912—Geo. F. Randolph, Johnstown, Pa.

Lafayette College Bi. Club—7:

3913—A. W. McCormick, Lock Haven, Pa.
3914—J. M. Porter, Hackettstown, N. J.
3915—F. M. Drake, Easton, Pa.
3916—W. S. Cilmore, Chambersburg, Pa.
3917—C. M. Nirsley, Mechanicsburg, Pa.
3918—John Grant, Shenandoah, Pa.
3919—T. L. Welles, Kingston, Pa.

Woonsocket Bi. Club—add.:

3921—Chas. Arnold, Woonsocket, R. I.

Unattached—9:

3909—Frank C. Hoyt, North College, Middletown, Conn.
3910—F. Cushman Lewis, Hotel del Monte, Monterey, Cal.
3911—J. F. Sarber, Hotel del Monte, Monterey, Cal.
3920—W. L. Howe, Box 966, Oskaloosa, Iowa.
3922—Harry B. Cox, Cinn. Southern Ry., Cincinnati, Ohio.
3923—Chas. S. Cook, 31 Clinton street, Worcester, Mass.
3924—Wm R. Irwin, Emporia, Kansas.
3925—Walter T. Bowers, Saco, Me.
101—Chas. S. Cack, Canton, Ohio.

NEW YORK DIVISION—43.

Brooklyn Bi. Club—add. 7:

3927—George Slade, 12 Lafayette avenue, Brooklyn, N. Y.
3928—Howard Spelman, 189 Cumberland street, Brooklyn, N. Y.
3929—Wm. Adams, 169 Dean street, Brooklyn, N. Y.
3930—George Barley, 192 Warren street, Brooklyn, N. Y.
3931—John G. Clarke, 392 Degraw street, Brooklyn, N. Y.
3932—Frank Freeman, 134 First place, Brooklyn, N. Y.
3933—Frank Packard, 5 South Oxford street, Brooklyn, N. Y.

Cattaraugus County Cyclist Club—9:

3941—W. L. Rathbone, Randolph, N. Y.
3942—J. L. Smith, " "
3943—W. W. Canfield, " "
3944—D. C. Adams, " "
3945—F. L. Seager, " "
3946—Fred. Larkin, Jr., " "
3947—O. W. M. Jeffers, " "
3948—Crowley Wentworth, " "
3949—R. L. Edgett, " "

Trojan Wheelmen—10:

3949—Frank Myer, J. K. P. Pine & Co., Troy, N. Y.
3950—Chas. E. Wilson, 242 River street, " "
3951—William D. Wilson, " "
3952—John K. Drake, care of Drake & Moffatt, Troy, N. Y.
3953—George Coutie, 29 N. Fourth street, Troy, N. Y.
3954—P. S. Haner, 460 Fulton street, Troy, N. Y.
3955—Samuel Drake, care of H. S. Dickson, Lansingburgh, N. Y.
3956—Richard Marshall, 96 Federal street, Troy, N. Y.
3957—Harry Snyder, 13 Third street, Troy, N. Y.
3958—A. S. Lobbell, " "

Heights Wheelmen:

3955—John C. King, 132 Montague street, Brooklyn, N. Y.

Unattached—16:

3926—Robley D. Cook, 14 Watkyns Block, Troy, N. Y.
3934—Daniel W. Mandell, Greenwich, N. Y.
3935—Charles Griffin, " "
3936—Frederick Fenton, " "
3937—George E. Dorr, " "
3938—A. W. Staples, Lockport, N. Y.
3939—J. S. Ferguson, " "
3940—Chas. A. Reed, 148 W. Fifty-seventh street, N. Y.
3950—A. E. Purdy, Warsaw, N. Y.
3951—Geo. S. Daniels, 73 E. 127th street, N. Y.
3952—Edwin A. Dobbins, 120 Broadway, N. Y.
3953—George Shrader, 181 E. Seventy-third street, N. Y.
3954—George F. Pentacost, 59 McDonough street, Brooklyn, N. Y. (In summer, Northfield, Mass.)
3956—E. A. Hoffman, 426 W. Fifty-third street, N. Y.
3957—W. M. V. Hoffman, 65 W. 53d street, N. Y.
3958—Lee Survey, Watertown, N. Y.

NEW JERSEY DIVISION—33.

Plainfield Bi. Club—11:

3969—Geo. Stewart Collins, Plainfield, N. J.
3970—Joseph W. Garrett, " "
3971—C. Frank Goddard, " "
3972—James P. Downs, " "
3973—David J. Runyon, " "
3974—Emuel W. Serrell, " "
3975—Robinson Pound, " "
3976—Thomas B. Aldrich, " "
3977—George H. Craig, " "
3978—Insley Berry, " "
3979—Wallace L. Serrell, " "

Essex Bi. Club—add. 7:

3980—F. M. Shepherd, Newark, N. J.
3981—Harry Sargeant, " "
3982—Clifford Smillie, " "
3983—E. G. Miller, " "
3984—H. W. Crane, " "
3985—W. B. Southard, " "
3986—W. A. Chester, " "

Aeolus Bi. Club—3:

3987—W. F. Peggs, Paterson, N. J.
3988—Chas. Beckwith, " "
3989—A. L. Decker, " "

Elizabeth Wheelmen—3:

3990—V. R. Value, Elizabeth, N. J.
3991—W. W. Chester, " "
3992—W. W. Farlia, " "

Unattached—9:

3993—J. C. Willever, Newark, N. J.
3994—Howard A. Smith, " "
3995—Wm. Rae Crane, " "
3996—Clifford W. Jones, " "
3997—Chas. R. Zacharius, " "
3998—Cornelius Hoagland, New Brunswick, N. J.
3999—J. J. Kleine, South River, N. J.
20—C. S. Stevens, Vineland, N. J.
47—H. M. Stevens, Vineland, N. J.
Total, 94.

L. A. W. RENEWALS.

Week ending June 22, 1883.

2633—Charles B. Att, 1068 Market square, Wheeling, West Va.
3363—Edward F. Parker, 40 Clark street, Auburn, N. Y.
2617—Wm. H. Gay, cor. Canal and Hastings streets, Grand Rapids, Mich.
1805—Wm. C. McComas, Hagerstown, Md.
3512—John V. Stephenson, 4 N. Main street, Greensburg, Pa.
2822—W. A. Birchner, Missouri.
28—Edward C. Hodges, 6 Pemberton square, Boston, Mass.
2317—P. H. Shirley, Marblehead, Mass.
806—J. Fred. Adams, Haverhill Savings Bank, Haverhill, Mass.
3658—J. B. Forbes, 160 Charles street, Boston, Mass.
3103—James S. Newton, Holyoke, Mass.
1479—C. J. Pratt, Painesville, Ohio.
1733—J. M. Thomas, 294 Fifth avenue, N. Y. City.
461—A. H. Stevens, Marlboro', Mass.
372—Dillwyn Wistar, 233 N. Tenth street, Philadelphia, Pa.
127—F. Warren Smith, Mill street, Dorchester, Mass.
3459—Robert Van Syckel, P. O. Box 334, Canton, Pa.
3458—G. Ernest Newman, Canton, Pa.
2975—Fred. M. Tottingham, Keene, N. H.
1765—Geo. C. Sherman, Watertown, N. Y.
3154—Henry E. Hunter, Hinsdale, Cheshire Co., N. H.
3455—Frank A. Hurd, Dover, Morris Co., N. J.
3450—Isaac N. Mains, Pleasant Gap, Mo.
2369—T. B. Meteyard, 1300 Indiana avenue, Chicago, Ill.

3445—E. G. Taylor, Buffalo, N. Y.
1362—Edward O. Goss, P. O. Box 4, Waterbury, Conn.

Eurola Bi. Club—6:

2831—R. E. Perry, Laclede Bank, St. Louis, Mo.
1154—H. C. Cranz, Diamond Match Co., St. Louis, Mo.
2824—H. C. Thorn, 3523 Oliver street, St. Louis, Mo.
2333—G. M. Francis, Star Union Line, St. Louis, Mo.
1990—Arthur Young, 3130 Chestnut street, St. Louis, Mo.
2210—E. M. Senseney, 3029 Glasgow place, St. Louis, Mo.

Mountain Bi. Club—6:

613—Geo. W. Hamilton, Johnstown, Pa.
2600—Geo. M. Davidson, Jr., " "
2601—Jas. A. Hamilton, " "
2602—Homer D. Williams, " "
2598—Webster Norris, " "
2143—Chas. S. Williamson, " "

Brooklyn Bi. Club—11:

632—Chas. G. Koop, 144 Montague street.
635—J. P. Wintringham, 168 Hicks street.
643—Wm. F. Gullen, 163 Joralemon street.
648—Edw. A. Caner, 619 Carlton avenue.
650—W. T. Wintringham, 168 Hicks street.
1466—Henry Wrecks, 172 Amity street.
1401—Jno. Lee, 326 State street.
2606—H. C. Wintringham, 168 Hicks street.
2607—S. C. Scott, 240 Washington avenue.
2608—Wm. A. Carl, 13 Seventh avenue.
3084—E. Annan, Jr., 201 Cumberland street.

Mt. Vernon Bi. Club—8:

2012—Frank E. Davis, Mt. Vernon, N. Y.
2013—Frank W. White, " "
2014—Philip H. Lucas, " "
2272—Judson A. Doolittle, " "
2271—Frank R. Taylor, " "
3292—Edmund M. Devoe, " "
3293—Arnold E. Fanquier, " "
3294—Louis J. Townley, " "

Unattached—5:

3660—H. S. Anderson, 18 W. Ninth street, New York City.
2232—J. A. Burchell, 1143 Park avenue, New York City.
3637—W. R. Reynolds, 7 Nassau street, New York City.
3496—A. W. Clark, Binghampton, N. Y.
3500—C. H. Hall, " "

Springfield Bi. Club:

2356—Henry E. Ducker, Springfield, Mass.
2357—C. K. Ferry, " "
2362—C. E. Whipple, " "
2353—S. J. Billings, " "
2559—Al. D. Gillette, " "
2358—A. R. H. Foss, " "
2361—G. M. Hendee, " "
2355—F. L. Caulkings, " "
2354—M. B. Breck, " "
2360—J. M. Graves, " "
3075—A. L. Fennessy, " "
3074—Wilber N. Winans, " "
3076—C. O. George, " "
3077—W. S. Warriner, " "
3078—Chas. P. Wassung, " "
3079—Geo. Nash, " "
3221—Harry Winans, " "
3081—C. J. Wetsel, " "
3223—Chas. Haynes, " "
3222—Edw. E. Mead, " "
3469—Chas. H. Miller, " "
3470—Edward Mansfield, " "
3471—Harry W. McGregor, " "
3472—Arthur B. Wassung, " "
3473—S. H. Chamberlin, " "
3474—D. Edward Miller, " "
3339—E. B. Barney, " "
3380—Alfred E. Buckler, " "
3335—Fred. E. Ruggles, " "
3333—W. J. Landon, Jr., " "
3334—Frank M. Miller, " "
3338—Chas. S. Fisk, " "
3340—Geo. S. Miller, " "
3377—Wm. E. Craw, " "
3337—Edwin A. Elwell, " "
3336—J. H. Foulds, Jr., " "
3378—Myron Hitchcock, " "
3379—A. E. Worthington, " "
3381—P. M. Taylor, " "
3382—Sanford Lawton, " "
Total, 102.

A Secretary and Treasurer have been appointed *pro tem* in Ohio, under authority of the President, and all applications will go to the Division Secretary. The Division will permanently organize in August, under the rules of the League.

RACING RULES AND RULES FOR THE GOVERNMENT OF RACE MEETINGS,

AS PREPARED BY THE RACING BOARD, JUNE 1, 1883.

RACING RULES, LEAGUE OF AMERICAN WHEELMEN.

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Judges that they are not professionals, either by their own statements in writing, or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have received the written sanction and indorsement of the League Racing Board, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the Board of Officers of the League.

*2. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally pursued bicycling or any other athletic exercise as a means of livelihood.—L. A. W. Rule 25.

3. Any competitor making a false entry will be disqualified.

4. Choice or change of machine, and choice of costume, are not limited.

5. Each competitor will receive from the Clerk of the Course, before the start, a card bearing a number, which must be worn during the race.

6. The position in each race will be drawn by the Games Committee and printed in the programme of entries.

7. All starts will be from a standstill, and the machines are to be held in position by an attendant (the front wheel touching the starting line) until the signal is given by the Starter. Any contestant starting before the signal is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start. The "pusher-off" shall not be allowed to step over the starting line. In case of an accidental foul resulting in a fall within ten feet of the scratch line, the contestants shall be recalled and the race started over again.

8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.

9. Any competitor guilty of foul riding will be disqualified.

10. Any protest against a competitor respecting his qualification as an amateur must be lodged with the Judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the Judges immediately after the heat is finished.

11. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to; but they must keep to the extreme outside of the path whenever dismounted.

12. The right is reserved to the Judges of refusing or cancelling any entry, if necessary, before the start; of adjudicating any questionable entry; of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

13. The decision of the Judges and Referee will, in all cases, be final.

14. All Championship races shall be held under the immediate supervision of the League or its constituent clubs. No trotting, athletic, or other non-League organizations shall be allowed to hold State Bicycle Championships in which League members shall compete, without the special sanction of the Racing Board. Privilege to hold State Championships may be granted to League clubs or authorized associations, when the importance of the meeting is sufficient to warrant the Racing Board's special sanction, although it is recommended that not more than one race be offered as a State Championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

15. Championship races shall be run in one heat, or, should the number of starters be too large, in trial heats, and a final in which the winners and seconds in trials shall compete.

16. In handicap races the handicaps must be drawn up by a League member or committee of the same, and written reports of the handicaps and results must be sent to the Secretary of the Racing Committee L. A. W. for reference.

*17. No League member will be permitted to race under trotting rules; and no prize won or time made with a flying start will receive the sanction of the League. The track shall be measured on a line drawn three feet from the pole.

* Amendments have been offered to Rules 2 and 17, which have not yet been decided.

18. The races of the National Association of Amateur Athletes shall be sanctioned by the League, and no League member competing in the games of the Association, or of its associate clubs, shall be debarred from competition in the League races, or from enjoyment of any of its privileges.

19. The Racing Board L. A. W. shall be empowered to appoint, at its discretion, a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League, and of such of its associate clubs, as shall desire his service.

REGULATIONS MADE BY RACING BOARD.

Adopted January 10, 1883.

Mr. Fred. Jenkins, 45 West Thirty-fifth street, New York, has been chosen official Handicapper of the League. A fee of \$1 will be charged for each race for which five or less contestants are entered, and 50 cents for each additional five names. Employment of the official Handicapper is not compulsory.

Ignorance is no excuse for the violation of the League rules, and racing men are warned that if found competing in unauthorized games, they will be debarred from entering any approved races or the Championship games of the League and National Association of Amateur Athletes of America.

Applications for the sanction of the Racing Board can be made to any member of the Board, indorsed by a League officer, or at least two League members, and a full statement of the character of the proposed races must accompany the application, which should be filed at least ten days previous to the date of the proposed meeting, in order to allow time for investigation.

Should the application be approved, a blank will be forwarded to the parties to whom the same is granted, which report must be filled out and returned to the Secretary, accompanied by a list of field officers, or better still, a printed programme to be filed for reference. The Board requires that a League member be appointed in the immediate vicinity of the races to see that the rules of the League are properly carried out.

RULES FOR THE GOVERNMENT OF RACE MEETINGS.

I.—OFFICERS.

The officers of a Race Meeting shall be:
One Clerk of the Course, with Assistants if necessary.
One Starter.
One Scorer, with Assistants if necessary.
Three Time-keepers.
Three Judges.
One Referee.

II.—CLERK OF THE COURSE.

He shall record the name of each competitor who shall report to him.

He shall give him his number for each game in which he is entered, and notify him before the start of every event in which he is engaged.

The Assistants shall do such portion of his work as he may assign to them.

III.—STARTER.

He shall have entire control of competitors at their marks, and shall be the sole judge of fact as to whether or not any man has gone over his mark.

His decision in such cases shall be final and without appeal.

IV.—SCORER.

He shall record the laps made by each competitor, and call them aloud when required, for the information of the contestants.

He shall record the order of finishing and the time of the competitors in all races.

The Assistants shall do such portions of his work as he may assign to them.

V.—TIME-KEEPERS.

Each of the three Time-keepers shall time every event; and in case of disagreement the average of the three shall be the official time. Second and third men's times should be taken whenever practicable. In case of a record being broken, the slowest time shall be taken.

Time shall be taken from the flash of the pistol.

VI.—JUDGES AT THE FINISH.

Two shall stand at one end of the tape, and the third at the other. One shall note the winner, another the second man, and the other the third man; they shall also note the distances between the first three as they finish.

In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

VII.—REFEREE.

He shall, when appealed to, decide all questions whose settlement is not otherwise provided for in these rules.

His decision shall be final and without appeal.

VIII.—INNER GROUNDS.

No person whatsoever shall be allowed inside the track, except the officials and properly accredited representatives of the press.

Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

IX.—STARTING SIGNALS.

All races (except time handicaps) shall be started by re-

port of pistol—the pistol to be fired that its flash may be visible to the Time-keepers.

A snap cap shall be no start.

There shall be no recall after the pistol is fired, except in case of a foul as provided in Rule 7.

Time handicaps shall be started by the word "go."

X.—FINISH.

A thread shall be stretched across the track at the finish, two feet above the ground, which shall be the finish line. It shall be fastened to the finish posts on either side, so that it may always be at right angles to the course and parallel to the ground, or held by the Judges when there are no posts.

The men shall be placed in the order in which they cross the finish line.

ANNUAL RACES OF THE CAPITAL CLUB.

It has been a long time since I have had the pleasure of writing a letter to THE WHEEL, and business is now in such a state that nothing short of such an event as the Capital Club's Annual Races would induce me to take the time for another epistle. The two days' races in many ways proved eminently successful, almost the sole drawback being the extremely slow condition of the track. On the first day, owing to continuous rains, it resembled a quicksand more than a racing path, and while on the second its condition was improved, it was still slow, and very dangerous at the corners. Still the large audience went into ecstasies over the sport. The races were close, and a goodly sum was netted to the treasury of the club. Prince states that in three weeks' time the new track will be the fastest in the country. Prior to the races of each day, a parade of home clubs and visiting wheelmen was held. On Monday the Capital Club turned out forty-six men, and the Maryland thirty-two.

SUMMARY OF RACES—FIRST DAY (MONDAY, JUNE 11).

1. Five mile race for the championship of the Capital Club.—This race was won by J. M. Borden, T. A. Berryhill (2), B. W. Hanna (3), Leland Howard (0). Time of winner 22 minutes 56 seconds. As the winner of this race is a seventeen-minute man, the condition of the track may be judged.

2. One mile race for members of the Maryland Club.—J. D. Flack (1), E. H. Schon (2), Chas. Stran (3), J. D. Lord (0), J. D. Chesney (0), J. E. Duker (0), L. S. King (0), E. R. Jones (0), T. Stran (0). Time of winner 4 minutes 10 seconds.

3. Fancy riding contest.—Won by Bert Pressey (Star), of Smithville, N. J.; J. E. Taylor, of Washington (2); and Seward Beall, of the Capital Club (3).

4. One-quarter mile club race.—J. M. Borden (1), W. F. Crossman (2), Seward Beall (3). Time of winner 55 3-8 seconds.

5. Slow race.—Seward Beall (1), H. Y. Davis (0), C. M. Lewis (0), Leland Howard (0).

6. One mile handicap (open to all amateurs).—J. D. Flack, Md. Bi. C. (100 yards), 1; J. C. Smith, England (120 yards), 2; Frank Howard, New York City (scratch), 3; J. D. Lord, Md. Bi. C. (100 yards), 0; R. F. Foster, Baltimore (100 yards), 0; L. S. King, Md. Bi. C. (100 yards), 0; J. M. Borden, Cap. Bi. C. (scratch), 0; T. A. Berryville, Cap. Bi. C. (80 yards), 0; C. H. Chickering, Star Bi. C., of Smithville, N. J. (60 yards), 0. Time of winner 3 minutes 42 seconds.

This race was particularly noticeable for the work done by Frank Howard (scratch), who nearly secured second place, in spite of the obvious unfairness of the handicap on such a heavy track.

SECOND DAY, (JUNE 12).

1. Two mile handicap (open to all amateurs).—Frank Howard, N. Y. (scratch), 1; C. H. Chickering, Star (66 yds.), 2; J. M. Borden, C. Bi. C. (scratch), 3; R. F. Foster, Baltimore (120 yds.), 0; C. R. Evans, Baltimore (120 yds.),

0; D. E. Williams, Baltimore (120 yds.), 0; T. A. Berryhill, C. Bi. C. (100 yds.), 0. Time of winner 7 minutes 24 1/2 seconds; Chickering, 7 minutes 37 5-8 seconds; Borden, 7 minutes 37 3-4 seconds. The pleasure of this race was marred by a bad header taken by Berryhill, in the first lap, breaking one of the bones of his foot.

2. First heat of three mile race (open to all professional riders)—J. S. Prince, Boston (1); H. W. Higham, England (2); Tom Harrison, Washington (3); F. S. Rollinson, New York (4). Time of winner 11 minutes 20 seconds; Higham 11 minutes 33 seconds. What bid fair to be a very close race was spoiled by the fact that Higham fell on the ninth lap and lost 150 yards.

3. One mile for Novices—B. W. Hanna, C. Bi. C. (1), E. A. Newman, C. Bi. C. (2), O. N. Oswell, C. Bi. C. (3). Time of winner 3 minutes 58 1-2 seconds.

4. Boys race (one-half mile)—T. Finley, Star (1); F. Prindle, Washington (2); C. Hopkins, Washington (3). Time, 2 minutes 3 seconds.

5. Second heat of three mile professional race—J. S. Prince (1), H. W. Higham (2), Tom Harrison (3), F. S. Rollinson (4). Time of winner, 11 minutes 33 seconds; Higham, 11 minutes 35 seconds. This was a remarkably close race and elicited much enthusiasm.

6. Club drill by a squad of eight members of the Capital Club.

7. One mile handicap club race—B. W. Hanna, (66 yards), 1; J. M. Borden (scratch), 2; E. A. Newman (100 yards), 3; Leland Howard (66 yards), 0. Time, 3 minutes 40 seconds.

8. Ride and run race (one half mile)—T. Finley, Star (1), Seward Beall (2), H. Y. Davis (3), J. D. Lord (0), C. H. Chickering (0), C. M. Lewis (0). Time of winner, 2 minutes 27 1-2 seconds.

On the evening of Tuesday a banquet was given by the Capital Club at the Riggs House to visiting wheelmen. An elaborate bill of fare was discussed and speeches were made by Colonel Seely, Major Hall, Messrs. C. E. Hawley, C. R. Dodge, Yates Penniman, L. W. Seely, Leland Howard, H. S. Owen, H. W. Higham and others.

OLIVER.

WHEEL RACES.

The racing season is now fairly under way, and the work of the Racing Board is shown in the list of sanctioned races, which we shall publish regularly. Apart from this a set of Racing Rules and Rules for the Government of Race Meetings have been adopted, and are published in this issue. The Board have pursued a liberal policy in sanctioning races where there are any indications of the League rules being carried out properly. They do not approve of the "Circus Races" for prizes offered by traveling shows, and warn League members that if they compete in the same, they will be disqualified.

The following reports from race meetings have been received:

MAY 30TH. BLOSSBURG, PA.—Track, 5 1-4 laps to the mile, measured 1 ft. from pole. Condition good.

Five mile race—O. E. Dewey, Mansfield, 1st, time, 20m. 23s.; Sam'l Ellis, Elmira, 2d; Wm. Brooks, Blossburg, 3d.

Three mile race—Chas. A. Bowman, Elmira, 1st, time, 11m. 32s.; O. E. Dewey, 2d; Ed. Coy Kendall, Elmira, 3d.

One mile race—Chas. A. Bowman, 1st, time, 3m. 32s.; Ed. Coy Kendall, 2d; H. C. Spaulding, Jr., 3d.

JUNE 8TH. MOORESTOWN, N. J.—Gravel track, 8 laps to mile. In fair condition.

Ten mile—Chas. H. Chickering, 1st, time, 41m. 52 3-4s.; Edgar Conrow, 2d, time, 45m. 55s.

JUNE 9th. Same place. Five-mile—C. H.

Chickering, 1st, time, 19m. 22 3-4s.; Chas. Frazier, 2d; Edgar Conrow, 3d.

Two mile—Chas. Frazier, 1st, time, 7m. 40s.; R. Brewer, 2d.

One mile—J. S. Uncle, 1st, time, 3m. 53s.; C. H. Chickering, 2d; J. W. McBride, 3d.

One half-mile—Thos. Finley, 1st, time, 1m. 56 1-2s.; Chas. Frazier, 2d.

JUNE 13TH. ANN ARBOR, MICH.—Races open only to members of the Ann Arbor Bi. Club. Mile gravel track, in fair condition.

One mile—G. T. Hatch, 1st, time, 3m. 28s.; H. O. Frank, 2d, time, 3m. 29s.

One mile—L. D. Taylor, 1st, time, 3m. 50s.; C. W. Wagner, 2d, time, 3m. 53s.

100 yard, slow—G. W. Lee, 1st. The others did not finish. G. S. Hatch and G. W. Lee gave an exhibition of fancy riding.

JUNE 15TH. LANCASTER, PA.—Races under auspices of Lancaster Bi. Club. Half-mile track, measured three feet over, three feet from the pole. Hard clay surface, in good condition. Management prompt and efficient.

One mile—John O. George, F. & M. Bi. C., 1st, time, 3m. 28 1-2s.; C. B. Longenecker, Lancaster, 2d, time, 3m. 30s.; Will H. Fendrich, Marietta, 3d, by three inches.

Two miles—W. B. Youngman, Lancaster, 1st, time, 7m. 26s.; Fred. A. Achey, Lancaster, 2nd, time, 7m. 30s.

Five miles—Jacob Shirk, 1st, time, 17m. 36s. John Cilley withdrew at 2 1-2 miles.

Three miles—John A. George, F. and M., 1st, time, 11m. 27s.; C. B. Longenecker, 2nd, time, 11m. 33s.

JUNE 20TH.—DETROIT, MICH.—Races in connection with demonstration of Ancient Order of Foresters. Dirt track in fair condition, 3-4 mile to a lap, short.

One and one-half mile—Perry Doolittle, Aylmer, Ont., 1st, time 5m. 6s.; C. H. Smith, Detroit, 2d, time, 5m. 8s.; P. D. Warner, Detroit, 3d, time, 5m. 10s.

Three-quarter mile—Perry Doolittle, 1st, time, 2m. 14s.; Chas. Kudner, Detroit, 2d, time, 2m. 30s.; C. H. Smith, Detroit, 3d, 2m. 33s.

JUNE 23RD.—BALTIMORE, MD.—Ten mile championship of Maryland at Druid Hill Park, under auspices Maryland Club, Baltimore, Md. Gravel road in poor condition; measured 18in. from pole, seven laps in 10 miles (7,543 feet), Surveyor's certificate.

Ten miles—J. D. Flack, Maryland Bi. Club, 1st, time 38m. 31 1-2s.; C. R. Evans, I. O. B., 2d, time, 40m. 40s.

The Kings County Wheelmen had a fine day for their first annual race meeting on Saturday, June 23d, and the grand stand of the Williamsburgh Athletic Club, where the races were held, was comfortably filled with the fair friends of the contestants and members of the club. The races were interesting though not very remarkable for fast time. The track is small—eight laps to the mile—with rather sharp turns. There were several spills but nobody hurt.

Half-mile dash, (open to club members)—first heat—Edward Pettus, first, time, 2m. 1-2s.; Geo. W. Brown, second. Second heat—Frank H. Douglas, first, time, 1m. 55 1-2s.; J. Archie Loneks, second. Final heat—Pettus, first, time, 1m. 42 3-8s.; Douglas, second, time, 1m. 46s. The trial heats were merely walk-overs, but the final developed better racing although Pettus seemed able to run faster if required.

100 yards slow—In the final heat Wm. D. Bloodgood, Wm. Rudd, Geo. H. Hooper, and H. J. Hall, Jr., competed. It was quite a slow race—too slow for Hooper who came off, shortly followed by Hall. Rudd and Bloodgood struggled along at a wabbling gait that brought them to the finish in the order named. Bloodgood winning in 4 minutes 6 5-8 seconds; Rudd, second, in 4 minutes 3 1-2 seconds.

Two mile (handicap)—J. M. Austin (300 yards), first, time, 6 minutes 55 seconds; Wm. Rudd (colored), second (250 yards), in 6 minutes 55 7-8 seconds; J. Archie Loncks (250 yards), fell—claimed a foul from Rudd, which was allowed. This was a pretty race, and would have been very close were it not for the fall. The three named started and were bunched after a mile had been covered. Austin still continued to lead, but the race between Rudd and Loncks was very pretty, both riding abreast for several laps. Two laps from home, Austin swung quite wide at the turn, and Rudd, who was close behind, was obliged to ride out, and in so doing his handle bar touched that of Loncks. The latter threw up his hands and was brought to the ground in a sitting position. After completing a hand balance, Rudd continued to ride, but was beaten by about five yards.

Twenty-five mile championship of the Kings County Wheelmen—Edward Petters, first, time, 1 hour 46 minutes 45 seconds; H. J. Hall, Jr., second, time, 1 hour 46 minutes 45 1/2 seconds; Ed. F. Fisk, third, by 50 yards; Wm. H. Austin stopped at 23 miles 6 laps. Eight men started, but half of them fell by the wayside before ten miles had been covered. Austin took the lead after the first mile, followed by Pettus and Hall, with Fisk half a lap in the rear. These positions were maintained without any change until the eleventh mile when Pettus took the lead, only to lose it to Austin until the twentieth mile, when Austin was taken with cramps and relinquished his place in favor of Hall who led until the twenty-second mile, when Fisk, who had been gradually closing on the leaders, went to the front and led until the twenty-third mile, when Hall again took it and held it until the last lap, when Pettus spurred and won a close race. The American record for this distance is 1 hour 34 minutes 9 seconds, by S. T. Clarke, at the American Institute, February 21, 1880, while the best out-door time for the distance is that of R. F. Foster, at Baltimore, July 8, 1882, 1 hour 43 minutes 1-4 second. The following is the time for every five miles:

Miles.	Leader.	H.	M.	S.	Second.	H.	M.	S.
5	Austin,	20	1	11	Pettus,	20	3	
10	"	41	11	"	"	41	13	
15	"	1	2	29	"	1	2	31
20	Hall,	1	24	44	"	1	24	46
25	Pettus,	1	46	45	Hall,	1	46	45 1/2

THE MARYLAND CHAMPIONSHIP.

The ten-mile bicycle race for the championship of Maryland took place at Druid Hill Park last Saturday, the course being around Druid Lake. About 150 persons witnessed the race, among the number being many bicyclists. The racing was very pretty, and the young men in their bicycle suits, with colored sashes and caps, presented a picturesque appearance as they sped around the track—the sunlight flashing brightly from the highly polished wheels of the machines. L. S. King, who was announced in *The Day*, of yesterday, as entered for the race, did not start, and the contestants were therefore J. Day Flack, green sash and cap, Maryland; John D. Lord, red sash and cap, Maryland; Herman E. Duker, yellow sash and cap, Maryland; M. F. Reese, pink sash and cap, Maryland; W. E. Evans, blue sash and cap, Incurables; E. E. Williams, black cap and sash, Incurables; R. F. Foster, purple striped sash and cap, Incurables.

Foster has won over a ten-mile course in 36:36, but to-day he was not in condition to run. The track was in bad condition this morning, and there was a fresh breeze, which interfered considerably with the movements of the racers, blowing from the west.

Most of them rode 50 and 52-inch wheels, Foster only riding a 55-inch Rudge racer, an error of judgement, as the result proved; for the reach was too long and strained the tendons of

his left foot so badly that when the last half mile came he could not keep his foot on the pedal for the final spurt. For nine miles he led, apparently fresh and strong, Williams behind him, and once for half a mile or so leading him. Day Flack a little behind and five others tugging away in a bunch 50 yards back of him. At the neck of the lake, three-quarters of a mile from home, Flack made his effort and went to the front, followed hard by Williams and Lord. Coming into the homestretch, five hundred yards from home, Williams let himself out, but could not catch Flack, who came home with a grand spurt, winning the race and championship for ten miles in 38:31 1/2. His victory was well deserved, and was earned by long and earnest work every night and morning, getting into form and speed. His machine, an Expert Columbia, has been carefully adjusted, and every nut and screw examined; nothing has been left undone to insure success, and the Maryland Club may well be proud of their champion.

Foster dropped out of the race on the last lap. Lord was seized with cramp in the sixth lap, and was partly incapacitated. The winner, Mr. Flack, was presented with a handsome medal, costing \$35, the gift of Mr. Edward A. Griffith, President of Maryland Bicycle Club. The design of the medal is a Maltese cross, with silver bicycle on a ground of blue enamel, the rim being a bicycle wheel of oxydized gold, and with crossed handle bars.

The time of laps, 7,701 feet each, was as follows: First, 5:12; second, 5:30; third, 5:45; fourth, 5:38 1/2; fifth, 5:44; sixth, 5:34; seventh, 5:08. Referee, Albert Trego; starter, A. B. Harrison; timers, T. H. Evans, L. S. King and Fred Stauf; judges, James Thompson, S. H. Shriver and Herman E. Duker; clerk of the course, Edward A. Griffith; scorers, J. W. Lord, Thomas P. Stran, and Charles T. Stran. The race was run under the auspices of the Maryland Bicycle Club, and was sanctioned by the League.

A number of spectators, many in carriages, came out to witness the race, and showed by their enthusiasm that they fully appreciated the kindness of the Park Commission in allowing the bicyclists the use of the lake to entertain them with a pretty and exciting race. Bicycling is evidently the coming sport, and prejudices are rapidly breaking away. The New York Commissioners, after spending \$18,000 to keep the bicyclists out of Central Park, finally, on Tuesday last, opened the gates to them, under a few restrictions similar to those imposed here. Many of the ladies present this morning doubtless envied Mrs. N. T. Slee in her tricycle, and the ease and grace with which she flitted about from place to place. They will come to it soon, as many hundreds have done already in England.

It is the desire of some of the members of the Maryland Club to secure a 1-4 mile track for bicyclists, and it is possible that they will, in conjunction with the Baltimore Athletic Club, obtain a piece of ground in the northern suburbs to be used by either organization.—*The Day*.



As Pitman sat in the club the other evening, engaged in reading the paper and fighting flies at the same time, his eye met an advertisement which read: "Rubber hose for lawns," and he remarked: "Holy farmer! I suppose that is a new-fangled fashion for lawn-tennis

players, but when I was up to Cornwall, I didn't see any but silk ones, and they seem to me to be more suitable for this weather.

"Ye President" Egan has joined that band of earnest watchers, who await the arrival of machines from England. He is daily counselled, and instructed in that difficult task by Harry Jones and "Campanini" Newman, both of whom are Past Grands in the art.

It must prove interesting reading to Washingtonians, this continued increase of activity—membership in the League. Mr. Hawley may be a very good man, and correct in his opinions, but the above facts are a much better haul, eh!

Esterbrook won his first bicycling medal at the games of the "Sons of St. George," beating all competitors, including Pitman, who says he would have won it, but for one thing—he didn't race.

The "correct thing," is for racing men to take their morning practice around the five-lap track of the Plaza in the Park. Nelson, Bourne, Esterbrook, and "Necktie" Smith may each morning be seen at their devotions in this line.

They tell me that Schuyler is having a 64-inch American Club constructed, and I am trying now to find out for what purpose, as it certainly can't be for him to ride.

If President Duker, of the Springfield Club, don't stay away from New York, and quit getting our club men crazy on the subject of the treat he is preparing for them in September, we will be driven to something desperate. Wherever one goes now, nothing is heard but "S. S."—Springfield in September.

Finding no foeman here, worthy of his steel, Rood has forthwith departed for the surf-swept shores of Narragansett Pier, where he now runs races on the beach with the waves, which, he claims, are naught but the foam-flecked coursers of the deep—and of course he's right.

I would like to see Columbia College confer on Doctor Beckwith the degree of LL.D.—long-legged devotee—of which I am sure he is deserving; or, if this should not suit some of the more fastidious, let the college create a new order of LL.V., and bestow it upon "Doc," as the first who ever bore the title of Long-Legged Venus.

And now the Riverside Drive, and still the disappointed croakers, whose motto is, rule or ruin, ask of what benefit is the League? Come to New York, and try to ride without being a member, my dear boys, and perhaps when you return to the classic abodes of Star Route juries, or to the delusive manufacturing centre of tin jewelry, you may have discovered the value and labors of the League without further query.

I think it would be a good idea for the League to open an asylum and call it the "Home for Aged and Infirm Kickers," and then let all the chronic faultfinders and cranks be placed therein to amuse each other with their infantile prattle. They must enjoy it, or else they wouldn't at all times indulge in it, to the disgust of the workers in the organization who have not time nor inclination to listen thereto.

Nelson, of the Citizens, is a royal good fellow, even if he does wear a hontonniere of sweet-bean flower, and comb his hair in a Louis XV. style in memory of his former residence in the "Modern Athens."

The Seventh Regiment are contemplating organizing a new cavalry branch, to be mounted on bicycles. Pools are even as to whether the command of same will be offered Doc. Campanini or Karl Kron, though the odds are slightly in K. K.'s favor, as he is already acquainted with riding in top boots, which are part of the accoutrements of all well-organized cavalry.



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AND THE
Cyclist Touring Club in America.

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A. D. WHEELER, }

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NEW YORK, JUNE 29, 1883.

To League Members and Correspondents.

All communications for the Editor and Corresponding Secretary of the League of American Wheelmen must be addressed to Fred. Jenkins, 45 West Thirty-fifth Street, and not to the office of this paper.

League members must be particular to notify the Corresponding Secretary promptly of any change in their address. If members do not receive their paper regularly it is on this account.

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.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

CHIEF CONSULS

exist—one in each State—whose duties are, not only to preside at all State meetings, but he "shall approve and appoint one Consul for each city or town in the State, and shall appoint League hotels."

We have, in all, twenty-four Chief Consuls, who have been duly elected by a popular mail vote, and who are supposed to represent the interests of the State in which they reside, and to give their prompt attention to any questions as they arise.

We have, we are glad to say, many efficient Chief Consuls, as the work in their respective "Divisions" proves, but there are some few who, instead of attending to their duty, in the manner as provided in the Constitution of the League, prefer to raise their voices in opposition to the organization in the columns of such of the bicycling press, as chose to publish their sentiments. If a Chief Consul does not believe in the League, he should not, as one of its officers, lower himself in criticising it. If he does not believe in the League work, or the manner of accomplishing it, he should suggest improvements in the proper form and at the proper time. The time is past when men accept positions in the

Board of Officers for the mere honor it carries with it. Any position in the League, now, means work, from the President down to the smallest Consul; and that is where the advantages of the League can be publicly shown. Let us have live and energetic Consuls; let our roads all bear the now well-known stencil or guide board; let us have our hotels appointed. Our membership list is rapidly swelling, and we have ample funds to carry out any plans, but we must have the reins in the hands of men who are enthusiastic, as well as competent enough to drive the team. We do not want the ones that continually cry "cut behind," but those who will take their place on the box, and cast their fortunes with the good old coach. The League is on a firm basis, and has come to stay. We may have a few hard hills to climb, but we have hardy shoulders to help it along. We want more local Consuls, and we must have them. We want men of intelligence, who can be of service to the tourist; and we hope that no one will accept the appointment to any position, unless he can fulfill the duties of the office, and be of benefit to the League.

LEAGUE OF NEW HAMPSHIRE WHEELMEN.

To N. H. Members L. A. W.: There will be a meeting of the State League Tuesday evening, July 3d, at eight o'clock, at the Hotel Windsor, Manchester, for the adoption of by-laws, election of secretary and treasurer, and appointment of committees, under the style of New Hampshire Division L. A. W.

The time and place of the Second Annual Meet will be decided, and other important business will be considered. A full attendance is desirable.

The annual dues of members of the L. A. W. residing in New Hampshire are now due and payable to the State Division Treasurer, who at the close of the meeting will be ready to receive the same and forward to the L. A. W. Treasurers.

C. H. WILKINS,
Chief Consul and Sec'y.
E. M. GILMAN,
Representative.

NEW YORK L. A. W. MEMBERS, TAKE NOTICE!

I have this day been notified, officially, of the action taken by the Board of Park Commissioners regarding the use of Central Park drives by bicyclers, in which permission is granted them to use the West Drive of Central Park before the hour of 9 o'clock A. M., bicyclers to enter and leave the park at the gates at Fifty-ninth street and Eighth avenue, and 110th street and Seventh avenue, and over Riverside Drive before two (2) o'clock and after seven o'clock P. M.

Written passes have been issued already to many, which allows the holder to ride in Central Park only. I am instructed by Mr. Barker, Secretary of the Park Board, to say that all such passes are to be returned, and the regular printed form, which comprehends the Riverside Drive, issued in their stead.

These privileges have been granted only to League members, and only such of those whose tickets bear the signature of the President of the League.

These regulations to non-League men may seem a little unfair, but I think, on due consideration, all will see the perfect justice in the requirement.

There must be some protection to those who avail themselves of the privilege granted by the Board, and without some restriction the interests of the many must be sacrificed to the incompetency and lack of judgment of a few.

It was thought best, under the circumstances, to have some restrictions governing the matter whereby only competent and responsible riders should be granted passes. As nearly all the more proficient riders are members of the League, and as these privileges can be secured with so little trouble and expense, it was thought proper to grant these privileges only to League men and place the responsibility there. As it falls to me, as President of the League, to vouch for the fitness and competency or the applicant ere a pass will be granted him, I shall feel it my duty to use every endeavor to protect the interests of all worthy ones, and would ask all who have been or may be granted passes to use their best endeavors at all times to remove the prejudice, which unfortunately is entertained by many against bicyclers, by their uniform good deportment and proper observance of the Central Park Riding Rules, thereby securing a continuance of these privileges and possibly others in the near future.

Fraternally yours,
N. MALON BECKWITH,

Pres. L. A. W.

NEW YORK, June 26, 1883.

FROM THE CLUBS.

EMPORIA. — The wheelmen of Emporia met last evening at the drug store of Trimble & Irwin, for the purpose of forming an organization. An association was perfected, and the following officers were elected: President, W. R. Irwin; Secretary and Treasurer, Frank Bucher; Captain, J. W. Murphy; First Lieutenant, E. W. Kinnan; Second Lieutenant, W. S. Bacon.

The following named gentlemen were appointed as a committee to draft constitution and by-laws: J. W. Murphy, E. W. Kinnan, W. S. Bacon.

The following is a full list of the membership of the club: J. W. Murphy, E. W. Kinnan, W. S. Bacon, C. L. Severy, W. R. Irwin, John Orr, W. M. Duff, O. J. Griest, Livy Buck, Oras Page, Prof. H. D. Nutting, Frank and Parr Bucher.

The personnel of the organization is excellent, and no pains will be spared by the members of the club to make it the best body of wheelmen in the State of Kansas, and this we believe they can do.

TROJAN WHEELMAN. — A club was formed bearing this name last month, consisting of over twenty-two members, all of whom are members of the League. Among its ranks are a number of the oldest riders of the State, and it promises to be a lively, pushing organization. The officers elected were: President, T. B. Way; Vice-President, Harry Snyder; Secretary, W. J. Wyley; Treasurer, C. E. Wilson; Captain, J. R. Torrance; Lieutenant, Geo. Powers; and Color-Bearer, W. T. Lynd.

The club has received an invitation from the Albany B. Club for a joint run to Cobleskill and Howe's Cave, July 3d, 4th, and 5th, participating in the parade on the 4th, followed by races in the afternoon and dinner in the evening. A good time is justly anticipated. The success of the club is largely due to the energy of its popular captain, Mr. James R. Torrance.

COLUMBIA WHEELMEN. — At a meeting held in Stockport on the evening of June 19th, a bicycle club was organized of eleven members, under the name of "Columbia Wheelmen" and the following officers were elected for the ensuing year:

President, A. E. Heard; Vice-Presidents, C. R. Vande Carr and F. A. Reynolds; Secretary, R. B. Reynolds; Treasurer, F. C. Kittle; Captain, Joshua Reynolds; First Lieut., Geo. R. Camp; Bugler, John C. Kittle. Through the kindness of Mr. Joshua Reynolds the club was offered the use of his spacious music-room for a club-room, furnished with a piano and other pleasant accessories. Adjoining the house is a fine, hard, oval drive surrounding a flower garden and one-twelfth of a mile in circumference, convenient for practice. Close at hand are a tennis court, croquet ground, and swings. The members are active young men, who, "bicyclically," mean "business." Next meeting June 26th.

Yours truly,

SECRETARY.

WILLIAMSPORT WHEEL CLUB was organized June 20th, with a membership roll of eleven members. It is officered as follows: President, R. W. Gibson; Vice-President, E. A. Carnell; Secretary and Treasurer, Chas. V. Runkle and Capt. Jo. Schneider; First Lieutenant, Josiah Harvard; Second Lieutenant, Walter Bauman. The club will probably join the League in a body.

UNION BI. CLUB.—A number of the unattached riders of Brockton, Mass., met and formed a club of the above name. Its officers are: President, Geo. B. Mason; Vice-President, Geo. P. Johnson; Secretary and Treasurer, W. S. Noyes; Captain, Chas. H. Johnson; Lieutenant, B. N. Ferris. Its membership numbers 12.

THE CITIZENS AFLOAT.

"T'was a Friday morn when we set sail" the old song runs, but it happened to be Saturday June 16th when the Citizens Club, to the number of sixteen, embarked upon the good schooner yacht "Triton," at the invitation of Mr. S. C. Griggs, Jr., and bowled down the river behind a festive tug. Once off Governor's Island the sails were set, and close hauled the gallant ship sped down the bay.

Apart from the crew and Commodore Griggs, there were "Parson" Brown, "Finance" Nelson, "Central Park" Bourne, "Hotel and Dinner" Bryant, "Lemonade" Dunlap, "62-in." Doctor, "Internal Revenue" Blake, "Color-Bearer" Clapp, better known as the Pirate; "Treasurer" Pool, "First-man-across-the-bridge" Coleman, Bugler Schmidt Wheeler, the artist; Doubting Thomas, the pie-eater, good-natured Storer; and "Official Organ" Jenkins, and a jolly party they made indeed.

A steady breeze soon brought the yacht off the Forts in good shape and then some of the party remembered that they had not eaten such a hearty breakfast, as they imagined. Bourne tried to drown his appetite by singing to the accompaniment of the quartette of string instruments, that were working for dear life. But relief was close at hand, and when Sam, the Chinese steward, announced lunch, there was a general tendency to go below. For a while there was a comparative quiet, save the munching and crunching, together with the popping of sundry corks.

By this time the yacht had entered the "Kills" and a freshening breeze brought the Citizens to the deck again. The run to Bay Ridge was soon made, and once on shore, they were not long in displaying their activity in impromptu 100 yard dashes, leap-frog, and other like sports.

The evening shades deepened, and the party repaired to the "Triton," where supper was waiting. An adjournment to the deck was next in order, and under the shade of the awning, rocked by the gentle zephyrs of the bay, the hours were whiled away in song, made prominent by the rolling bass of the "Doc" and the ringing notes

of baritone Bourne, while, in strong contrast, the Treasurer chimed in with a sweet tenor.

The eleventh hour was reached too soon, and slowly and sadly did the last Citizen leave the spot that had marked one of the pleasantest days in the history of the club, carrying with them pleasant memories of the hospitality of one of its members.

CORRESPONDENCE.

A RUN TO THE DELAWARE WATER GAP.

Editor of the Wheel: I desire to call the attention of riders to one of the most beautiful runs it is possible to find anywhere. It is from Port Jervis, down the Delaware River to Bushkill, and return. It skirts the foot of mountains all the way, and the road is composed of rotten shale, packed so hard that the ring of a horse's hoof sounds like that of metal striking stone. The scenery is beautiful; the whole distance being nicely shaded. Summer resorts, such as Milford, Dingman's Ferry, and Bushkill, line the way and render the run one of exceeding beauty and great satisfaction. The distance is about thirty-four miles, and if the rider cares to walk four or five miles he can push on to "The Delaware Water Gap," about twelve miles further on. A discription of this famed resort would be entirely superfluous. To name it is to know it.

GEO. SANDERSON, JR.

SCRANTON, June 21, 1883.

[Can any one give us information of the road from Port Jervis to Kingston.—Ed.]

QUAKER CITY GOSSIP.

Editor of the Wheel: The latest item of news from this vicinity is, that Pennsylvania now boasts a State Division of the L. A. W. For this happy state of affairs, we are no doubt greatly indebted to the enthusiasm and energy of the new Chief Consul, backed by our riding fraternity in the centre of the State. In accordance with notices, received a couple of weeks ago, some forty-five League members found themselves at the Columbia Riding School, Horticultural Hall, on the evening of the 15th inst., with the avowed object of forming themselves into a State Division of the League. The novel feature of the assemblage was the presence of the American Star Club in full force. A gentleman of the convention remarked that the combined efforts of the whips of the Houses of Congress and of the British House of Commons must have been employed to effect such a representative turn-out. Be this as it may, the fact that nearly one-half of the convention was composed of members of the American Star Club reflects great credit on that organization for its interest in the cause. No doubt ere this letter reaches you, you will have a report of the proceedings from the Secretary *pro tem.*; it is needless for me, therefore, to talk business: sufficient to say that "the Colonel" was consigned to the chair, from which location he succinctly stated the object and the working of a State Division of the League. Of the clubs present, the American Star, as stated before, had the lead in point of numbers—about twenty-three altogether. Of Philadelphia, four or five were present. Germantown showed up with about eight, Pennsylvania the same number. The Representative of the Marietta Club had his accredited papers, by which he was entitled to cast ten votes for his club, and the Representatives from the Alpha Club, of Bethlehem, and the Scranton Club, were accorded the same right by the decision of the convention. The election for State Division Secretary ended in the appointment of Mr. Victor Haldeman, of Marietta, while that for State Division Treasurer resulted in the choice of Mr.

Fred. McOwen, of the Pennsylvania Bi. Club, Philadelphia. These selections seemed to give general satisfaction. A Committee of Inquiry as to the working of State Division Leagues was next appointed, and this closed the business for the evening. One more meeting will be held, to receive reports and consolidate the organization. One topic of conversation, rife after the meeting, deserves a passing notice, viz., the League dues. If each Division Secretary or Treasurer retains fifty per cent. of the League's dollar, forwarding the balance to the League Treasurer, and the same be applied to furnishing members with a League press organ, where will the funds come from to run the National League? The State Division officers will no doubt become the real working bodies of the League government; and it is a question if the National League will be in the future exactly what it has been in the past; in point of dealing individually with each member, State Divisions will tend to draw their individual members more closely together; and if the universal union is intended to fill more than the place of a big figure-head, surely it will require more backing than it has at present.

NINON NECKAR.

PHILADELPHIA, June 16, 1883.

WHEEL GOSSIP.

One hundred and two applications prove that the League is advancing and that the officers are busy.

Mail Vote 2 has been sent out, and should be in the hands of every League member.

The record of membership is woefully incomplete, for the past two years, with the exception of when it passed through the hands of Secretarg Sholes. We are steadily at work, getting it into shape, but the number of "returns" shows that we have not the correct post-office address of every member, as we should. If members will please mention their League number and name in notifying us of any change in address, it would help matters. We have some communications that say: "Change my address to 735 Way Back street, Podunk," and it is rather difficult to trace them on that account.

Chief-Consul Wilkins has been working towards a State Division, and has issued a call for a meeting of the bicyclers of New Hampshire. They should respond, and help build up the League by an increased roll of membership.

The President of the Michigan State Division of the League of American Wheelmen announces the following committees: Membership, W. H. Elmer, Detroit; R. H. Alward, Battle Creek; F. M. Warner, Farmington. Rules and Regulations, Otis Fuller, St. Johns; George K. Root, Detroit; W. H. Burnham, Adrian. Rights and Privileges, Herbert Snow, Detroit; H. E. Winsor, Marshall; S. A. Wood, Fenton. Racing, H. N. Keys, Ovid; C. H. Smith, Detroit; F. B. Escott, Grand Rapids. Finance (ex-officio), J. E. Beal, Ann Arbor; C. E. Gorham, Marshall; W. C. Marvin, Ovid.

C. H. Smith, of Detroit, is reported to have run out to Howell, Thursday, June 21st, returning 22d, making the return run of 52 miles in five hours and eighteen minutes running time. His fastest three miles was from Farmington to Clarenceville in 11 minutes, and from Novi to Farmington, five miles, 25 minutes, with one dismount.

Bro. Lamson is in distress over a missing alapa umbrell that was lifted from his seat in the Fall River Line Steamboat train the morning of May 30th. It had the League stencil printed in white in four places, and could be easily recognized by it. Mr. Lamson says that he will give

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it to any one that recovers it, provided the circumstances of the capture are detailed in THE WHEEL.

The Canadian Wheelmen's Association will hold their first annual Meet July 2d at London, Ont. A neat programme has been issued, consisting of a parade and races for the championship of Canada. We sincerely hope the Meet will be as successful as the past League Meet.

Capt. Pitman is busily engaged in shipping the photos of the League Meet as fast as they are received from Pach, the artist. They are very fine and clear, and one can pick out faces from any part of the group easily.

In speaking of the Lancaster races, we called Mr. Shirk, Slink. The printer probably thought the change was necessary on account of his slinking around the track in the time mentioned.

The "Cyclists' Record" is a neat log book for which we are indebted to Mr. H. S. Livingston. It gives not only the "probabilities" regarding weather, but Herschell's observations on the moon's phases. It is also a neat record for runs, there being spaces for all the necessary memorandums. We also received the log book of the Champion City Bi. Club, but some one took a fancy to it before we had time to investigate its merits.

Chief Consul Garvey issued a call for the purpose of organizing a Missouri Division, on Friday evening, but as yet we have had no particulars at hand.

As we write these lines, our old friend Geo. T. Brown, of the Kings County Wheelmen, is being made happy at Christ Church, Brooklyn, E. D. We understand the club have purchased a "sociable" as a wedding present. He carries with him the best wishes of his many friends in and around New York.

An article is going the rounds of the press, describing a marvelous coast on a 52 inch machine, at the rate of less than a mile a minute.

The Fostoria Bi. Club hold a race meeting on the 4th of July for gold medals. Sealed entries to Frank Schaufelberger, Fostoria, Ohio. No fee is charged. Distances, one, two, and three miles. Entries close twenty-four hours before the races. All wheelmen are cordially invited to participate.

We have sent the Secretaries of Bicycle Clubs a card which we wish they would display in their headquarters, as it may be productive of good results.

The Rochester Bi. Club hold their tournament on the 4th of July, and in addition to a three, one, and one-half mile open races have challenged the Buffalo Club to a one mile relay race of four men from each club. In the evening a banquet will be given and a good time generally is ex-

pected. All wheelmen are cordially invited to participate, and those who can attend should send their names to W. J. Curtis, Manager, Rochester, N. Y.

The Troy Bicycle Club will hold a reception at their headquarters on Monday, June 25, 1883.

One thing is remarkable about a bicycle getting broken, or otherwise damaged. If one can believe the accounts of accidents he will be surprised to learn that a breakage never happens on a hill or upon a rough road. When a part gives way the wheelman will invariably stoutly declare to the manufacturer that "it broke on a perfectly smooth road, going slow." This statement is about on a par with the remarks of the old lady who always insisted to her dentist that her tooth broke when she was "just biting a little bit of a piece of very soft cotton."

THE BICYCLE RACES

were attractive, inspiring, gentle, and fairly exciting, without one particle of the objections which apply to horse-racing and the brutal contest of the "prize-fight ring." Of all the championship contests before the public, that of the bicycle is of most utility. Horse-racing is fine sport, but in this age of steam travel there is no longer utility in horse speed. People do not travel that way; the mails are not carried by that motive power, except in the back districts. Base-ball is fine exercise, and innocent sport; so also, rowing, and other out-door games; but over and above them all seems to stand bicycling as a noble and practical thing. The races, the past week, at Mr. Moxley's beautiful grounds, under the management of himself and the genial Mr. Smith, were inspiring, elevating, and refining, and Washington should have turned out *en masse* to see the splendid riding. A trial of muscle and endurance, as well as proof of skill and training, such as seen in a race like that, arouses pleasurable emotions, creates some healthful enthusiasm, and promotes practical morality. A fine audience of cultured ladies and gentlemen attended, and were deeply interested. Messrs. Moxley and Smith deserve great credit for introducing so fine an exhibition, and we do not hesitate to say, that the clergy and all others having the best interests of our

people at heart could not do a better thing than advise the public to attend the bicycle races whenever they are introduced for the general amusement.—*Washington Chronicle.*

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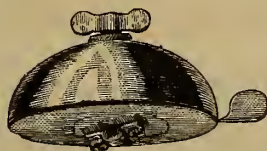
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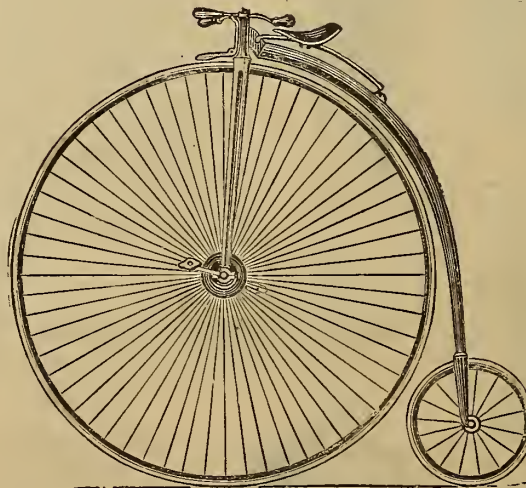
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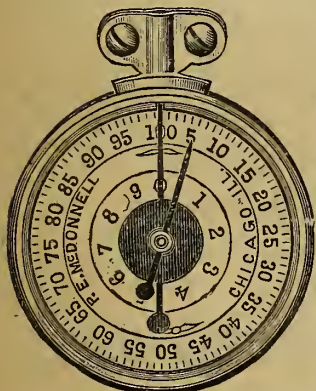
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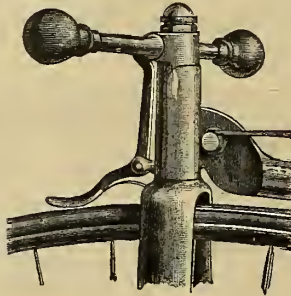


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