

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Cyclists Touring Club in America.

Vol. III.—No. 26.]

NEW YORK, MARCH 28, 1883.

[Whole No. 78.]

EDITORIAL JOTTINGS.

The Capital Club have our thanks for their polite invitation to the Third Uniform Soiree Dansante.

**

Cincinnati has done it at last. Every evening Power Hall resounds with the music of four cornets, one alto tuba, one small drum, bass drum and cymbals. If they don't paralyze things at the League Meet in Washington, it will be because the Meet is held in New York.

**

Captain Fred. Fielding, of the Lowell Club, is spending a week in this city. He is accompanied by his wife and a party of friends. He occupied a box at Haverly's on Thursday evening with Capt. Pitman of the Ixions.

**

T. A. Lyle, an expert accountant, is the author of one of the most remarkable works ever published, entitled, "The Book-keepers' Companion." It is a chart or map, which simplifies and shows at a glance the whole principle of book-keeping and tells in an instant where each account belongs. It prevents the experienced book-keeper from making mistakes, and the student from making blunders. It is also a safe and useful guide to merchants and store-keepers in keeping their accounts correct. Price only 75 cents. Address, J. G. Beidleman, 2028 Fairmount Avenue, Philadelphia, Pa.

**

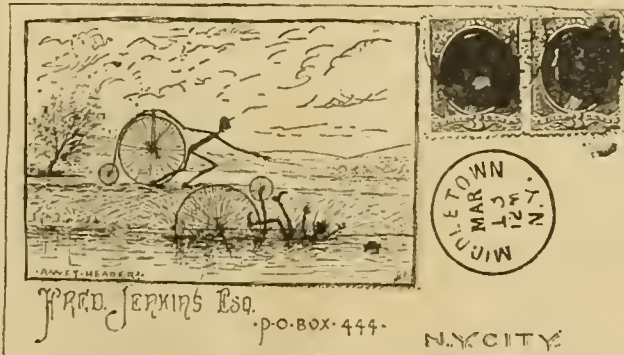
The Boston and Massachusetts League ticket for State officers is as follows: E. K. Hill, Chief Consul; Representatives, C. L. Clark, A. S. Parsons, H. E. Ducker, and J. S. Webber, Jr. It seems to us that this is as fair a division as could be obtained, and we trust that it will go through successfully.

**

Just as we go to press comes a telegram from Worcester, saying that the L.A.W. meet will be held in New York. The vote of the board was unanimous. The probable date is Monday, May 28th.

**

We are indebted to Mr. Frank A. Elwell, of Portland, Maine, for an invitation to join his "down-east" party as described in the February *Wheelman*. We regret that business



FAC-SIMILE OF AN ENVELOPE RECEIVED LAST WEEK.

will prevent our declining the honor. The party as now made up consists of Chas. E. Pratt of Boston; Fred. S. Pratt of Worcester; A. S. Parsons, Cambridgeport; Wm. V. Gilman, Nashua, N. H.; C. W. Fourdrinier, Boston; H. W. Williams, President Massachusetts Bi. Club; E. K. Hill of Worcester; C. H. Lamson, Portland; D. E. Devoc, Treasurer Massachusetts Bi. Club; Geo. Pope, Secretary Massachusetts Bi. Club; S. S. McClure, Editor *Wheelman*; C. A. Hazlett, Portsmouth, N. H., and a few other equally well known bicyclers.

**

Mr. A. L. Fennesy, of the Springfield Bi. Club, sends us the cheerful intelligence that he has secured us thirty-six new subscribers for *THE WHEEL*, and expects to forward fourteen more in a few days. The energy, activity and enterprise of the Springfield Club is in brilliant contrast to the Kings County Wheelmen of Brooklyn, whose treasury is drained with one subscription to *The Wheelman*, *The World* and *THE WHEEL*, while not one individual member deems it a duty to contribute his mite towards sustaining the Cycling Press. This exemplary state of affairs is supplemented by the well-known "Alek Swalbachian" cry, "We have never been properly recognized," and the ridiculous assertion in a recent number of the *Courier* that the K.C.W.'s purchased the last named journal to the exclusion of the cycling papers. One of their own men told us the other day that they never were known to buy a *Courier* until two weeks ago. Now if the K.C.W.'s want to be recognized let them do something which demands recognition, and not expect us to write praises of a club whose good deeds are simply the freaks of a well developed imagination.

THE OWL.

I made a call on a young lady the other evening who had just returned from a visit to Boston, and in the course of the conversation notice was made of the number of young men she met in that city who wore eye-glasses and knee-breeches. Can it be that the wearing of the latter necessitates the former so as to make visible the restocked extremities of the wearers?

**

What chance have bicyclers now of calling the attention of our Park Commissioners to so small a matter as their entrance to the park, while the worthy Commissioners are investigating the purchase of sewing machines, etc., from park funds by one of their members?

**

I have heard some mysterious whisperings from the neighborhood of Springfield, from which I conclude that President Ducker and his club are preparing some sort of an extensive and extended bicycle meet, which will eclipse anything that this or any other club has ever done.

**

Why not abolish the holding of a League Meet? It is but a useless and costly display of our numerical strength, which is now too well established to need it, as in the younger days.

**

Enamel is now the rage. I hear that Pitman is going to get his uniform thus prepared.

**

Thanks, Brother Leland, for your most cordial invitation to join you and yours in the revelry of the mazy, but "really I can't, you know," owing to editorial labors in supplying this column.

**

The Ixions go in a body to the reception of the "Meriden Wheel Club" on the 14th prox., where they will, I know, meet with a cordial greeting at the hands of Dr. Rust and his fellow club-mates.

**

Where a better finish, the track and all considered, could be seen than that of the two mile bicycle race at the Columbia College Boat Club games between H. V. Smith and "Tread-water" Harris of the Ixions and Davidson, Ex. Lennox.

EXCHANGES.

THE WHEELMAN FOR APRIL.

There is no better index of the remarkable growth and popularity of bicycling than *The Wheelman* for April. It is a really sumptuous magazine. The new cover is a fine piece of art, the design being by Ipsen. Its most striking feature is a Greek medallion on which appear, in bas-relief, two mounted bicyclers. Opening its pages one finds a rare feast in the way of fine illustrations, of which there are over thirty. The first article describes a trip on the Piscataqua River on a marine bicycle. This is a fine description of a very unique trip, and is elegantly illustrated. "Jealousy" is a full page illustrated poem, both poem and illustration being by the Washington poet-wheelman, Charles Richards Dodge. A finely illustrated account of a trip from Paris to Geneva, fulfills the promise of *The Wheelman* to give accounts of tours abroad. This trip was taken in a "sociable," and shows in a striking manner the possibilities of the tricycle. A tour through Eastern Pennsylvania is by J. F. McClure the genial Managing Editor of *The Wheelman*. Other interesting articles from the pens of such writers as Dr. Blackham, Carl Kron, W. O. Owen and others complete the issue. The serials by Mr. Dodge and "Minimum" make very fine reading. Poems by James Clarence Harvey, J. Preston True, Charles Richards Dodge form delightful reading. Editorially the magazine is unusually strong this issue.

We suspect that the "Editorial contributor" lent assistance in some places.

OUR BOSTON LETTER.

Our professional racers have been making great preparations for the races on St. Patrick's Day. Neilson, Young, Wilson, Prince and Harrison, have had practice spins at the Institute daily for the last three weeks, and have made some fast practice records. Woodside "bobbed up serenely" fresh from his Philadelphia victory of last week, and settled down to hard practice with the others. The speed he displayed in his trial spins showed that he was the best of the four to finish off Prince, and he was placed in that honorable position on the list.

At 8 o'clock when the first race, a five mile novices', was called, of the eleven entries only T. Coleman, East Boston; P. Aubin, Newton; James Hughes, So. Boston; and A. D. Rice, of Roxbury, took their stations on the scratch. The men got away finely, with Coleman a good length ahead and Aubin second; on the back stretch Aubin passed Coleman and came down home at the head of the procession with Coleman, Hughes, and Rice pressing hard upon his rear. For the next ten laps the men rapidly changed positions, Rice led for a few laps, riding easily and steadily, while Coleman and Hughes speeded close behind, with Aubin some distance in the rear; Aubin and Rice were the favorites, and were cheered lustily as they passed the grand stand; Hughes soon fought his way up to the front, and succeeded in passing Rice and gaining the lead, but soon lost it again as Aubin dashed to the front to be quickly succeeded by Coleman. At the end of the fourth mile Hughes got excited and rode so wildly that he collided with Aubin's rear wheel, and brought himself to grief with Rice piled on top of him, leaving Coleman and Aubin to fight it out alone. Rice showed good pluck by starting after the leaders, although nearly half a lap behind, and at the fourth lap

of the fifth mile was in their rear, but too much exhausted to stand a spurt for the finish. Meanwhile, Aubin and Coleman had pushed on at a spanking rate, Aubin in vain trying to get Coleman's lead; Coleman finished a length ahead in 19.40.

| | 1 | 2 | 3 | 4 | 5 | 5 MILES. |
|----------|------|------|------|--------|-------|----------|
| Coleman, | 4.01 | 3.50 | 3.53 | 4.01 | 3.55 | 19.40 |
| Aubin, | 4.04 | 3.50 | 3.50 | 4.02 | 3.56 | 19.42 |
| Rice, | 4.01 | 3.49 | 3.53 | 4.17 | 3.42½ | 19.42½ |
| Hughes, | 3.59 | 3.51 | 3.53 | stop'd | | |

The next contest was the main event of the evening. Prince was to ride twenty miles against Neilson, Young, Wilson and Woodside, who were to relieve each other at every five miles. Before the race, pools were selling heavily in favor of Prince, but later on they dropped to more equal figures. The stakes were \$100 to the first and \$50 to the second, of the two contesting parties, Prince or the four men. A pair of ball pedals were offered to the man of the four who made the best time for the five miles, and a gold medal to Prince if he beat the best record. These offers tended to urge each man to do his best, and if it had not been for mismanagement on the part of some of the officials, the race would have been one of the most exciting, and hotly contested of the season. Considerable discussion arose among the riders in regard to how the "relieving" men should start. Prince argued for the "still" and his four opponents for the "flying" start. The Referee backed Prince, while the friends of the four "relieving" men spoke for the other method, and the argument waxed hot and strong. It was finally settled by Prince agreeing to give his opponents a "flying" start a quarter of a lap back from the scratch.

J. Wilson was the first of the four, and at the word "go" took the lead, closely followed by Prince, who allowed his opponent to set the pace for four and a half miles, occasionally pushing him a little to learn his condition. On the last lap of the fifth mile Prince passed Wilson like a shot, and although Wilson struggled gamely, the champion had gained a quarter of a lap before he reached the scratch mark. But he lost all this owing to Young's false start, who, instead of picking up Wilson and riding to the scratch with him, caught up Prince in the middle of his spurt, and paid no attention to Wilson or to the fact that he had left out about a quarter of a lap that he should have run. Prince noticed the mistake at once, and as he passed the stand in each lap protested against Young. A hot discussion arose among the Judges, but on appealing to the Referee, it was decided to let the race go on. While Prince was protesting, Young had kept up a good gait and sped around the track as though he intended to win the ball pedals; before Prince was well aware of it, he had gained a lap on him. Prince now exerted himself to shake Young off, but failed. At the tenth mile Neilson took up the running. Prince allowed him to set the pace until the last lap, when he went ahead, but was quickly picked up by Woodside, who now led the champion along at a rushing pace, with his customary smile on his face, while John pedaled along with his head down in a way that showed "Woody" had got some work to do if he was to win that race. At the commencement of the twentieth mile the starter fired his revolver; the racers, mistaking this for the signal for the last lap, spurred for the lead and came down over the scratch with Woodside a half a length in advance. Judges, scorers, and everybody in general rushed on to the track, and shouted to the contestants to "keep it up," but only succeeded in making Prince understand that the race was not yet finished. Woodside dismounted and left the track, all unconscious that he had still four laps to run, leaving Prince

to finish in handsome style and beat the record in 1-7-47½. Great excitement ensued, the crowd surged on to the track, and claims of foul riding, protests, and profanity were heaped on the poor Judges' heads. Referee Merrill declared Prince the winner and all bets off.

The time of the riders was as follows:

| Wilson. | | | Young. | | |
|------------------|----|----|------------------|---------|----|
| | M. | S. | | M. | S. |
| First mile..... | 3 | 18 | First mile..... | 2 | 57 |
| Second mile..... | 3 | 23 | Second mile..... | 3 | 16 |
| Third mile..... | 3 | 28 | Third mile..... | 3 | 19 |
| Fourth mile..... | 3 | 33 | Fourth mile..... | 3 | 25 |
| Fifth mile..... | 2 | 57 | Fifth mile..... | 3 | 18 |
| Total..... | 16 | 39 | Total..... | 16 | 15 |
| Neilson. | | | Woodside. | | |
| | M. | S. | | M. | S. |
| First mile..... | 3 | 18 | First mile..... | 3 | 09 |
| Second mile..... | 3 | 30 | Second mile..... | 3 | 17 |
| Third mile..... | 3 | 31 | Third mile..... | 3 | 21 |
| Fourth mile..... | 3 | 30 | Fourth mile..... | 3 | 23 |
| Fifth mile..... | 3 | 26 | Fifth mile..... | Stopped | |
| Total..... | 17 | 15 | Total..... | 13 | 10 |

| PRINCE. | | | |
|---------|-----------|---------|-----------|
| Miles. | Time. | Miles. | Time. |
| 1..... | 3m. 19s. | 11..... | 3m. 23s. |
| 2..... | 3m. 23½s. | 12..... | 3m. 31s. |
| 3..... | 3m. 28½s. | 13..... | 3m. 31s. |
| 4..... | 3m. 33s. | 14..... | 3m. 31s. |
| 5..... | 3m. 17s. | 15..... | 3m. 21s. |
| 6..... | 3m. 32s. | 16..... | 3m. 11s. |
| 7..... | 3m. 34s. | 17..... | 3m. 11s. |
| 8..... | 3m. 20s. | 18..... | 3m. 21s. |
| 9..... | 3m. 25½s. | 19..... | 3m. 22s. |
| 10..... | 3m. 13½s. | 20..... | 3m. 12½s. |

Total..... 1h. 7m. 37s.

The contest between Wilson and G. Harrison for \$50 was a walk-over. Wilson lead throughout, and finished two lengths ahead in 17:43½, winning the \$50 and a gold medal offered by Mr. Hedger.

The best record in this country for twenty miles previous to this was 1-7-53¼, made by Prince in Boston, May 25th, 1882. Howell, of England, has a record of 1-2-55, as the best professional twenty miles. The \$100 was handed to Prince, the \$50 to the four, and the ball pedals to Young.

During the races misunderstandings seemed to be in order, and were occurring thick and fast on the track and among the officials. Each man on the grand stand seemed to think he had full charge, and each issued his orders right and left. Referee Merrill exerted himself to the utmost to conduct the races as they should be, but was completely balked by the inefficiency of the men under him. The crowd meandered up and down the track as they listed, and sat in the Judges' stand as calmly as if they belonged there. I hope in future we shall have men to manage our races, and not a parcel of boys.

PERCY.

MASSACHUSETTS CONSULSHIP L.A.W.

Editor of the Wheel: There is considerable enthusiasm exhibited here just at present over the nomination of our President, Mr. Henry E. Ducker, for Chief Consul of the L.A.W. for the State of Massachusetts. It is generally conceded by many prominent wheelmen in all parts of the State that the selection is a very good one. Mr. Ducker has done much to promote bicycling; has always been a hard and earnest worker for the League, and is thoroughly conversant with all its workings, and if he is elected there is no doubt but that he will be as persistent in his efforts to support it as others have been to condemn it. There is no doubt at all in the mind of the writer that the League is not a success in Massachusetts to day, and where it has gained one per cent. ought to have gained ten. A year ago this State was entitled to ten representatives, and this year we are entitled to but four, and yet the number of wheelmen have not decreased, but on the contrary have in-

creased in number, by actual count, over one hundred per cent. And why is this? Surely no one, even the most skeptical, can find any fault with our present Consul, his efforts on behalf of the League have been untiring, and I daresay every wheelman in the State regrets to see him go out of office, but in spite of all this there is a large deficit in this State to be accounted for. Evidently there is a power behind the throne that is not visible, and if the Massachusetts wheelmen are losing their interest in the L.A.W. I do not know as I blame them very much under the present regime. But of one thing they may rest assured: If the proper State officers are elected this year there will be some high singing, and an opportunity for other clubs to join in on the chorus.

F. L. A.

JERSEY SPOKES.

Editor of the Wheel: What a glorious day was Sunday for 'cycling, and how the boys enjoyed it, after an all-winter's rest.

Of course, the roads were not in the best of condition, but then we were only too happy to be able to mount our wheels once more to find fault.

Even our wheels seemed to enter into the spirit, and be glad once more to get out into the glorious sun-light, for they looked so bright, and clean, and sparkled so, that one would almost imagine that they were trying to out-shine each other.

We have made a good start, and the prospects are that we will have a prosperous season.

SIXTY-SIX.

NEW BRUNSWICK, N. J., March 19th, 1883.

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.

SATURDAYS.—Musical evening at the Citizens' rooms, 2 East 60th Street, at 8 P.M. All invited.

MARCH 28.—First Annual "Hop" of the Laramie Club.

APRIL 2.—Annual Meetings, Lawrence Bi. Club and Milwaukee Bi. Club.

APRIL 3.—Annual Meetings, Brooklyn Bi. Club, Haverhill Bi. Club, and Missouri Bi. Club.

APRIL 5.—Regular Meeting of Albany Bi. Club.

APRIL 5.—Boston Ramblers' Hare and Hounds Chase.

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

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

JUNE 9.—Annual Encampment of Champion City Club.

JUNE 12.—Annual Meeting Citizens Bi. Club.

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

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

BINGHAMTON.—At the annual meeting of the Binghamton Bicycle Club, March 2, 1883, the election of officers for the ensuing year resulted as follows: President, W. H. Hecox; Captain, Chas. E. Titchener; Lieutenant, A. M. Crandall; Secretary and Treasurer, A. W. Clark.

The club is in a flourishing condition now, numbering nineteen members. New suits are to be of dark gray corduroy, with brown stockings and caps.

The club has also decided to join the League, and are now only waiting for good weather and roads to enter upon the summer campaign.

NORTHAMPTON (Mass.)—The Northampton Bicycle Club was organized February 23d, 1883, and the following officers were chosen: Louis B. Graves, President; Louis W. Campbell, Secretary and Treasurer; Eugene E. Davis, Captain and Bugler; Joel Hayden, Jr., First Lieutenant; Frank H. Smith, Second Lieutenant. Color of uniform is to be dark blue. We hope that during the coming season our number will be twenty or over. Stars predominate here, there being fourteen or fifteen in town, from 48 to 60 inch wheels.

Yours truly,

LOUIS B. GRAVES.

GREENFIELD.—The ball given by the Greenfield wheelmen Friday evening was a success. The hall was tastefully decorated by flags and bunting, while the faithful steeds of the members stood patiently about the platform. Russell's celebrated orchestra furnished music for the dancers and also gave a fine concert of six numbers before the dancing commenced. A large number of guests came up from Holyoke and Springfield, among them Hendee, the noted wheelman, who gave a fine exhibition of trick and fancy riding. As he came upon the floor and mounted his steed it was noted that his breast was decorated with many medals and badges, trophies won by his wonderful skill and nerve. He was warmly welcomed and frequently applauded as he performed with ease and grace the seemingly difficult feats which it is the ambition of riders to accomplish. The hall was rather small for his evolutions and he was, therefore, at a disadvantage, notably so when he attempted to ride a machine from which the small wheel and saddle had been removed. He mounted readily enough but could not gain a good balance before it was necessary to make a turn. He, however, showed great coolness and though many eyes were upon him he maintained his self possession and was soon spinning around at a good rate on his treacherous horse. As he retired he was presented with a beautiful bouquet, and given a round of applause. The participants in the ball that followed were about as many as the floor would accommodate, and the Greenfield wheelmen, attired in their tasty suits of brown, were zealous in their endeavors to render the event enjoyable to all. Refreshments were served at the hall by the Bruce Bros., who are building up a good reputation as caterers. The Club, we understand, came out with receipts larger than expenses.

THE MILWAUKEE'S ANNUAL TOUR.

In accordance with a custom inaugurated in 1880, the Milwaukee Bicycle Club will hold a four days' meet and tour through Waukesha County, about July 1st to 4th.

The turnpikes in the vicinity of Milwaukee are very good, and the accommodations at the beautiful summer resorts by which Waukesha County has attained such widespread and enviable notoriety, are supplied with the very best accommodations.

The First Annual Run occurred July 3d, 4th, and 5th, thirty-three wheelmen starting, and twenty-five completing the tour around Waukesha, Nagawicka, Lakeside and Pewaukee. The Second Annual was one of the largest attended tours ever held in the West, forty-five club members, together with thirty-one visitors, enjoying a three days' jaunt, the cyclometers registering about sixty-five miles. Last year's tour was not so largely attended, only fifty-one riders responding, but the roads were in splen-

did condition and the participants more experienced.

The "Fourth Annual Tour" will extend from Saturday afternoon, July 1st, to the following Wednesday evening, July 4th. On that occasion we hope to be honored with a large delegation from all parts of the country, and especially desire fellow-wheelmen to arrange their summer vacation with a view of attending this tour.

Regarding the next meeting of the L.A.W., Milwaukee members of that organization are most favorably impressed with the claims New York now advances. Capt. Pitman, Nashoon-on and Chic, whose views the leading bicycling journals have so ably set forth, are not merely theorizing in bringing before the eyes of League members the necessity of holding the L.A.W. Meet at New York, but clearly place before the eyes of consuls and representatives incontrovertible facts regarding the actual need of bringing before the stiff-necked Park Commissioners a solid column of several hundred wheelmen, thereby establishing a solid foundation by which New York bicyclers could the more easily gain their rights. On the other hand, although the asphaltum roadways are particularly tempting to 'cyclers, yet the oppressive heat in Washington at that time, together with the apathy exhibited by the Capital Club in setting forth claims, places a most effectual quietus on the "Bicyclers' Paradise." New Haven is spoken of as a dark horse, but no claims worthy of consideration have yet been presented. Wisconsin goes solid for New York.

A LAKESIDE MEWSER.

MARCH, 18th, 1883.

HARVARD.—At a meeting of the directors of the Bicycle Club, Tuesday evening, the date of the races to be held at Beacon Park was fixed for Wednesday, May 16. The following programme was adopted, open, however to change: College— $\frac{1}{2}$ mile, 1 mile, 3 miles; open—5 miles, 1 mile. It was decided to give cups for prizes in the open races, and medals in the college.—*Herald*.

AMUSEMENT NOTES.

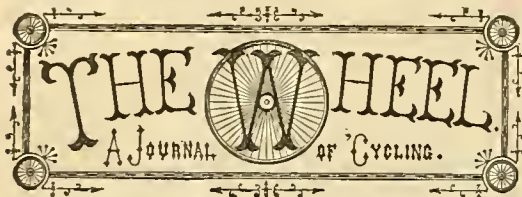
P. T. Barnum shows his usual felicity in grasping the novelties of the age, by making a specialty of bicycling in "his greatest show on earth." We have no doubt but this new departure will prove as attractive to the general public as to wheelmen. Barnum is with us for only four weeks, and his entertainment is better than ever before.

Manager Haverly and his active associate, Mr. Harry Mann, have remarkable luck in their selection of plays for the 14th Street Theatre. Siberia is now in its fifth week, and still drawing large houses.

At Niblo's, that bright little actress, Annie Pixley, is holding forth in her favorite roles.

Passion's Slave, at the Cosmopolitan, is said to be John A. Stevens' best play. The author takes the principal character.

The last nights of Young Mrs. Winthrop are announced.



The Official Organ of the Cyclists Touring Club in America.

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

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TO CORRESPONDENTS.

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

NOMINATIONS FOR STATE OFFICERS, 1883.

(Elections, March 1st.)

State Consul.—Dr. N. M. Beckwith, N. Y.

Representatives.—Dr. A. G. Coleman, Canandaigua, N. Y.; C. K. Alley, Buffalo, N. Y.

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EXIT VOLUME III.

We are growing old. We have reached the dignified portion of our life, when we dispense with the numeral that has marked the third volume of our little journal, and look gladly forward to the commencement of a new and more extended lease of life. As our next number will be the first of Vol. IV., bringing with it a few changes and improvements, we think it will be of interest to tell our readers what they may expect of us in the future.

In the first place, and probably a most welcome feature, is an increase in the number of pages, to twelve. The demands for our advertising space has been such as to encroach on the reading matter, and although THE WHEEL, by using fine type, has given its readers as much solid matter as any other American wheel paper, yet the volume of news is at times so great as to often crowd out many excellent communications simply from lack of

room, and we feel that the addition will be a pleasing one. Our subscription price will remain the same, and we hope our readers will show their appreciation by swelling our subscription list.

We shall continue to make our illustrations equal to the past standard, both in humor and excellence of execution. We shall also make some slight change in the arrangement of reading matter, which will, we think, be an improvement.

Owing to the fact that our new paper, the *Amateur Athlete*, will be issued on Wednesday, the present day of publication for THE WHEEL, we shall, for convenience, date the latter on each Friday. We have had considerable difficulty with the Post-Office in regard to the prompt distribution of the paper to subscribers, but that has been satisfactorily arranged, and we trust no delays will occur in future.

We think this a fitting opportunity to extend our heartiest thanks to contributors who have so ably supported us, and trust that in future they will take the same interest and pride in their labors as they have shown in the past. We have moved into larger and more commodious quarters at the same address, and will be pleased to welcome any brother wheelman who may by chance stray into Gotham.

CYCLISTS TOURING CLUB.

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

APPLICATIONS.

L. C. MIDGLEY, Millbury Ave., Worcester, Mass.
M. BUCHANAN, 232 Broadway, New York City.
LEWIS B. GRAVES, Northampton, Mass.

RENEWALS.

F. W. Blacker, 9 Irving Street, Worcester, Mass.
A. H. Overman, Chicopee, Mass.
Paul Butler, Lowell, Mass.
A. A. Pope, 597 Washington Street, Boston, Mass.
E. W. Pope, " " "

CORRECTION.

Harry W. Forward, Cleveland, Ohio.

THE CHANGE OF NAME, ETC.

In the minutes of the Council meeting, held at Carlisle, on Saturday, February 17th, 1883, Nos. 21, 23, and part of 14, read as follows:

14.—That Mr. E. R. Shipton be appointed Secretary of the Club, the duties of that office to include the editing of the Gazette. * * * That the offices be removed as soon as convenient to London.

21.—That the Council, having under authority of the resolution of the recent half-yearly general meeting polled the whole club, with a view to learning whether a change of title is, or is not, desired by the Membership generally, and having received through the medium of the voting papers an emphatic reply in the affirmative, hereby declares that the club shall henceforth be known as the "Cyclists' Touring Club."

23.—That the future issues of the Badge of the Club shall be of the same shape and pattern as hitherto, but with the word "Cyclists" substituted for "Bicycle."

BADGES.

The change of design, and the supplying new badges to our Membership, now nearly ten thousand strong, must necessarily be attended with some delay. New members who desire badges must please bear this in mind, if they do not receive same with the customary promptness. Arrangements for exchanging old badges for new ones, at cost price to the holders, are now in progress, and the Membership will be duly notified when same are completed.

THE NEW UNIFORM.

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

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

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

League of American Wheelmen.



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

BOARD OF OFFICERS.

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

STANDING COMMITTEES.

Rules and Regulations.—W. H. MILLER, Columbus, O.; F. S. PRATT, Worcester, Mass.; C. H. LAMSON, Portland, Me.
Rights and Privileges.—A. S. PARSONS, Cambridgeport, Mass.; F. T. SHOLES, Cleveland, O.; W. V. GILMAN, Nashua, N. H.
Membership.—E. K. HILL (Chairman), 424 Main St., Worcester, Mass.; HENRY W. WILLIAMS, 25 Washington St., Boston, Mass.; CHAS. P. SHILLABER, 124 State St., Boston, Mass.
Racing.—S. A. MARSDEN, New Haven (Chairman); F. JENKINS, Box 444, 22 New Church St., N. Y.; Secretary and Official Handicapper, GEO. D. GIDEON, 2,023 Ridge Ave., Philadelphia, Pa.; GEO. H. STRONG, 252 Market St., San Francisco, Cal.; FRANK E. YATES, Chicago, Ill.,

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.

Binghamton Bi. Club—

| | |
|-----------------------------|-------------------|
| 3492—E. E. Kattel..... | Binghamton, N. Y. |
| 3493—Andrew Crandall..... | " " |
| 3494—M. C. Carver..... | " " |
| 3495—A. M. Durkee..... | " " |
| 3496—A. W. Clark..... | " " |
| 3497—M. F. Lyon..... | " " |
| 3498—Lagrange Olmstead..... | " " |
| 3499—Gerry Jones..... | " " |
| 3500—C. H. Hall..... | " " |
| 3501—A. H. Hall..... | " " |
| 3502—E. T. Hall..... | " " |
| 3503—C. H. Rogers..... | " " |
| 3504—G. C. Bayless..... | " " |
| 3505—W. H. Hecox..... | " " |
| 3506—W. H. Stone..... | " " |
| 3507—W. C. Bates..... | " " |

Denver Bi. Club—

3508—Capt. C. A. Little..... Denver, Colorado.

Portland Bi. Club—Add.

3509—John P. Sparrow, cor, Pine and Winter Street, Portland, Maine.

Unattached—

- 3487—Geo. J. Martin.....Elizabeth, N. J.
 3488—M. W. Halsey.....
 3489—H. D. Eastman.....Framingham, Mass.
 3490—A. H. Chamberlain.....Rahway, N. J.
 3491—C. L. Severy.....Emporia, Kansas.

Corrections—

- 3476—Grant H. Jones.....Elmira, N. Y.
 3484—B. W. Dougherty.....Jamaica, N. Y.
 3484—B. V. Dougherty, under "Kings County Wheelmen," should be "Touring Wheelmen of Brooklyn," New York.

- 3485—Alvan M. Hill.....115 Canal Street,
 New Orleans, La.

L. A. W. RENEWALS.

(Week ending March, 24th, 1883.)

- 319—J. Warren Smith.....Orange, N. J.
 319—J. Warren Smith (1883-4).....
 1764—Abbott Lawrence.....Lowell, Mass.
 1764—Abbott Lawrence (1883-4).....
 142—C. H. Corken, D. D. S.....Boston, Mass.
 2032—Harry B. George.....
 1517—Neville Keats Bayley.....Hamilton, Ont.
 151—W. V. Gilman (1883-4).....Nashua, N. H.

Yours fraternally, W. V. GILMAN, Treas.

CONSULS APPOINTED N. Y. STATE.

- NEW YORK CITY.—W. R. Pitman, 64 White Street;
 Edwin Oliver, 22 New Church Street.
 BROOKLYN.—W. R. Bidwell, 161 Clymer Street.
 PEERSKILL.—Edw. F. Hill.
 HUDSON.—Harry R. Bryan.
 YONKERS.—M. Clinton Smith, 171 Warburton Ave.
 FLUSHING, L. I.—A. Polhemus Cobb.
 SYRACUSE.—W. H. Olmstead, 71 Clinton Street.
 DUNKIRK.—Dr. George E. Blackham.
 ELMIRA.—J. B. Coykendall.
 STATEN ISLAND.—E. C. Delevan, Jr., Westervelt
 Ave., New Brighton.
 Poughkeepsie.—R. O. Osborn.
 MIDDLETOWN.—Harry C. Ogden, 27 Mulberry Street.
 TROY.—Fred. P. Edmans.
 AUBURN.—A. E. Swartout.
 ALBANY.—Fred. B. Hubbard.
 MT. VERNON.—F. T. Davis.
 BINGHAMPTON.—A. W. Clark.
 MEDINA.—C. F. Hurd.
 BUFFALO.—Geo. Dakin.
 HARLEM.—Thos. C. Smith, 2011 Fifth Avenue.

RESIGNATION.

CAMBRIDGEPORT, Mass., March 23, 1883.

WM. H. MILLER, Esq., President, L.A.W., Columbus,
 Ohio:

My Dear Sir,—As I am a candidate to be voted for, upon votes which it will be the duty of the Committee on Rights and Privileges of the League to count, it seems to me (in view of the fact that there are two tickets in the field), that it would not be becoming in me to remain upon that committee to perform that duty.

I beg leave, therefore, to decline to serve in this count, and ask that you will accept my resignation, to take effect April 10th.

I should have made this request earlier, that no voter should by any possibility be influenced by the thought that the votes were to pass under my eye, but that I supposed that there was to be no contest in this State this year.

Assuring you of my desire to serve the League in any manner that I can with propriety, I remain,

Yours very respectfully, ALBERT S. PARSONS,
 Chairman Committee on Rights and Privileges, L.A.W.

HARTFORD, Conn., March 24, 1883.

Editor of the Wheel: Please insert in next issue that at our club meeting, March 23, we nominated for State Officers in L.A.W., Mr. S. A. Marsden, of New Haven, and for Representative, Dr. T. S. Rust, of Meriden, Mr. Day, present Representative, declining to serve the coming year.

With a dozen new members, and more to follow, our club prospects look very flattering for the present season. Respectfully, F. E. BELDEN, Sec'y.

The following railroads have issued instructions to carry bicycles free, at owners risks, in baggage-cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio & Central; New York, Chicago & St. Louis; Lake Erie & Western; Detroit, Grand Haven & Milwaukee. Special permits over roads that have not yet issued general instructions can be secured by applying to the nearest member of the Committee or the Chairman.

A RIVERSIDE INCIDENT.

'Twas one eve in June, beautiful as a dream, when the stillness of the Riverside was unbroken save by the love notes of the cricket to his mate, when there grated upon the silence of the scene the shrill notes of a calliope, followed by the distant gleam of the fiery eye of a king-of-the-road, which each moment grew brighter and brighter till the tall form of St. James Simpson loomed up in the gloaming, and dismounted from the bone-shaker which, with many a protest of creak and groan, had carried him to "Mt. Tom," to there await the coming of Estelle O'Houllihan with the impatience of all lovers who are bicyclers, or of all bicyclers who are lovers (the reader can choose which he thinks is the most impatient). He lit a warranted-pure-rice-paper-two-for-a-cent cigarette, and as the clouds of smoke issued from between his lips, his eyes vainly sought for the form of she whom he loved. Twice he started to his feet, thinking he heard the gentle patter of her fairy footsteps, once to find it only the rhythmic fall of a neighboring pile-driver, and another only to see the goat, whose footsteps he had mistaken, take another reef in his tail as he proceeded to finish eating the two orphans in the shape of a four-sheet poster. At last the earth and St. James trembled and his troubles were forgotten, for Estelle approached. Radiant with love, her wealth of auburn hair touched by the soft light of the rising moon, Estelle O'Houllihan looked ro St. James Simpson like some of those glorious beauties (?) pictured by the old masters, in which the eye of the unæsthetic can only find beauty in contemplating a canvas whereon he sees only shadows relieved by dashes of color, which makes him conclude that it is one of those battles of genius of which he has read and heard, and that the round should be given to the red paint. To hasten down the precipitous sides of the mount, frightening a sad-eyed goat from his dessert of gum-shoe *a la* Good-year, was but an instant's work, and Estelle O'Houllihan's auburn locks reposed upon the B. T. C. badge that glittered upon the manly breast of St. James Simpson. I need not here relate all the soft murmuring of love, that oft-repeated tale in which bicyclers are so expert in pouring into the willing ears of confiding damsels, but rather must I pass over these glorious moments in a man's life which we all remember but too well from the depleted pockets and damaged hearts that follow, to the tragedy that burst like a thunder-cloud upon the unsuspecting pair.

Looking up into St. James Simpson's eyes with an unutterable, longing, why-don't-you-buy-the-ice-cream-if-you-love-me look, Estelle had prepared for one more Græco-Roman-catch-if-you-can hug, when there was a rushing sound, followed by a goat that seemed like a hairy hurricane as it struck St. James. There was a cry, a kaleidoscope of auburn hair, polo cap, goat and bicycle, and all was still. An hour later a bicycler limped into Carter's with the report that the comet had struck on Mt. Tom, but the searchers there found only a placid-faced goat calmly dining upon a piece of corduroy which looked like the seat of St. James Simpson's unmentionables.

SEAL.

ANOTHER BICYCLE PUBLICATION.

OVID.—On the first of April, the O.B.C. will issue the first number of a periodical, to be devoted to the general interests of the wheel world. Our object in issuing a sheet of this description, is to encourage bicycling and to develop a better acquaintance among 'cyclists generally. We sincerely trust that you will take an active part in making it a complete

success by contributing to its columns, from time to time, which are open to all items of interest to 'cyclists. It is to be issued monthly; subscription twenty-four cents per year. Its *wants* and *for sale* columns will be especially beneficial to 'cyclists who wish to dispose of or purchase wheels. The management have decided to place notices of this description, not exceeding four lines, in this column at 15c each insertion. Advertising space will be furnished at *very* reasonable rates, on application.

Hoping you will do all in your power to further the interests of this venture, and to soon have the pleasure of placing your name on the subscription list, and to hear from you as a contributor to its columns,

I am very truly yours,

WILL C. MARVIN.

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

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

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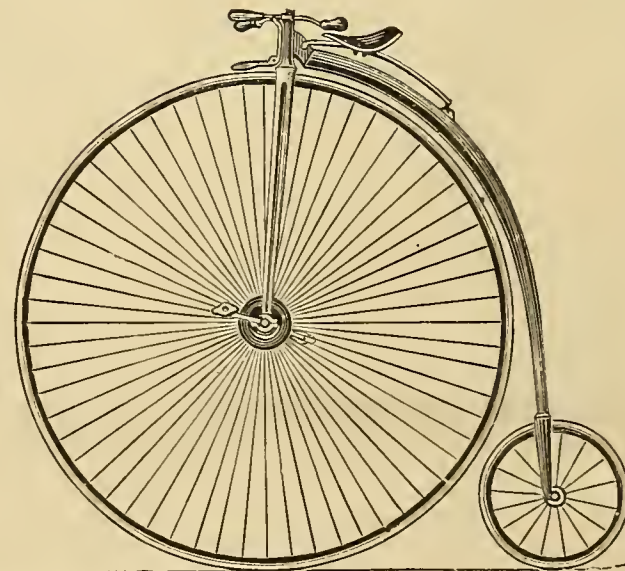
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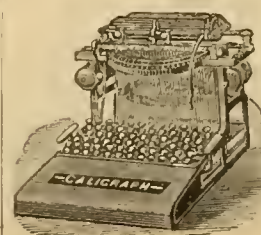
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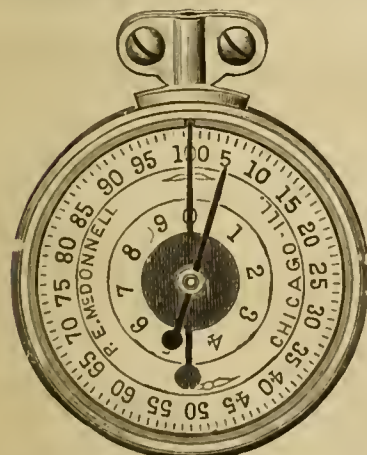
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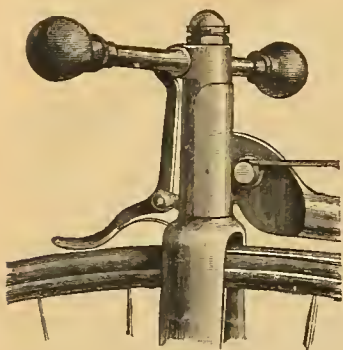
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