

# THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

VOL. III.—No. 18.]

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[WHOLE No. 70.]

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## EDITORIAL JOTTINGS.

Races do not seem to thrive at the American Institute.

\* \*

The building at best is a cold, barn-like structure, difficult to heat, and accessible only by a single line of horse-cars on the East side.

\* \*

Indifferent advertising in the daily papers and careless management in minor arrangements, have too often caused failure in this city, and the lesson has been taught often enough to expect an improvement in these points.

\* \*

To snap a twenty-six hour race on our riders without scarcely a week's training, shows what lack of condition will do. The reduction of a field of eight starters to two at the finish tells the tale, and even those that were left finished by mutual consent early in the evening.

\* \*

It was a pretty sight the first few hours to see the eight men on the track at the start riding in close order, each mounted on a different make of machine, of various sizes, and



PRES. W. H. MILLER.

clad in racing suits of as many colors as Joseph's coat.

\* \*

The Prince-Woodside race was interesting, though the time made was not particularly fast. Prince understands his business and can make a pretty race when he wants to.

\* \*

Woodside disregarded the advice of his friends and donned light racing costume at the expense of cramps, rheumatism and other evils of a like nature.

Probably he will learn by experience not to be so obstinate, and accept the advice of older men on the track. His twenty-five mile race was a bad handicap, and by his foolishness he threw away all chances of winning.

\* \*

The next racing event in this city will be at the Madison Square Garden. This time it will probably be amateur races, five and

fifty miles, and perhaps a ten mile handicap. We think, under proper management, a successful tournament could be given.

\* \*

From the looks of our advertising matter that increases each week, we shall be compelled to add a few more pages to THE WHEEL after the first of May. That the manufacturers have confidence in us is shown by the patronage of makers of the celebrated Invincible bicycle, whose advertisement appears for the first time this week.

\* \*

The bicycle clubs turned out in full force at the races, and we noticed representatives from Meriden, New Haven, Essex, Brooklyn, New York Citizen's, Ixion's and Kings County Wheelmen.

\* \*

The omission of a paragraph in our Jotts of last week made it appear that our umbrella was "lifted" at the Charity ball spoken of in a preceding paragraph, when the article was

parted with at the Massachusetts entertainment in Boston.

\* \*

Our amusement column has given satisfaction to many, as wheelmen, especially those from out of town, patronize the theatres when on a visit to the metropolis.

\* \*

Now is the time to place your orders for new machines. From reports, we understand that the makers are receiving many orders, and those who wish a mount at the return of Spring should look around and select a wheel at once.

\* \*

Although the dealers have learned from past experience to expect a rush at the first fair weather, there are always some reasonable delays on hurried orders, that are doubly provoking to the customer and dealer. Bear in mind that these can in a measure be avoided by ordering somewhat in advance of the season.



We have had the pleasure of the company of Mr. J. F. McClure, of the *Wheelman*, for the past few days, and his reports of its career are satisfactory in the extreme. Already their European subscription list has swelled to the respectful sum of four hundred and fifty, with prospects of an increase before Spring is fairly here.

\* \*

Our Washington correspondent "D" recently called for experience on the "Star," which we are glad to see elicited numerous replies. This week we publish the other part of the story by an admirer of the regulation crank machine. We hope it will be followed by more of the same import. To properly arrive at facts, we should like to see such questions discussed with equal fairness.

\* \*

The Massachusetts Club did a wise thing in giving such an entertainment as they did to their friends last Saturday, and the audience warmly appreciated their efforts, and no doubt will encourage them if they care to repeat it again.

#### PROMINENT WHEELMEN—V.

W. H. MILLER, Columbus, O.,  
President L.A.W., Buckeye Bi. Club, B.T.C.,  
&c., &c.

To write about a man whose modesty prevents him from furnishing us with any facts in relation to himself is, of course, a difficult task, and if friend Miller had his own way, we would be compelled to merely publish his handsome likeness without adding anything more than his name. We have been able, however, to secure some facts in relation to his career in the bicycling community, and we propose to divide the secret with our readers. In the first place, we stumbled across the fact that Mr. Miller was born in 1842, and unless figures be our hero has arrived at the substantiality of forty-one, (but this is, of course, subject to denial). We have also unearthed the statement that he tipped the scales at 142 lbs. and can touch a beam with the top of his head that is exactly 5 feet 9 inches from the ground. In the fall of 1879 our friend was taken with the fever, and in 1880 he organized the Buckeye Club, being made its President, which office he has held ever since. He was actively concerned in the organization of the League of Ohio Wheelmen, and was made a director. Mr. Miller also presides over the East End Homing Pigeon Club, as well as being the Chief Consul L.A.W. for the State of Ohio. Coming down to the present date the latest title added to his long list, and one which he most enjoys, is that of President of the League of American Wheelmen.

Mr. Miller is a thorough business man, and has been engaged both in the banking and wholesale grocery business, but for the past ten years he has been the superintendent and manager of the Columbus Gas Works. He is an expert amateur photographer, judging from the number of excellent pictures he has

sent us. A 54 and a 56-inch Expert Columbia has a prominent place in his stable, together with a 32-inch and 28-inch bicycle for his boys, and a 32-inch tricycle for his daughter. We understand that Mrs. Miller is to attempt a tricycle in the Spring. A seven-lap track has been constructed on his grounds for the use of his club, and a rifle range is also a prominent feature. To cap the climax, Mr. Miller claims the youngest and smallest League member, aged six years. We don't know as we can add any thing more to our story, except the opinion that President Miller possesses more enthusiasm to the square inch than any bicyclist we have ever met, is a jolly comrade, a true friend, and one whom the League can justly be proud of as its President.

#### OUR EXCHANGES.

*Life!* What is *Life*? One of the brightest illustrated weekly papers published. The drawings are excellent, its reading matter spicy and vivacious, and if its future numbers are as brilliant as the first two at hand, we predict long life to the enterprise.

#### CORRESPONDENCE.

##### MORE STAR LIGHT.

*Editor of the Wheel:*—In your issue of January 10th, your readers were asked to furnish some light on the "American novelty," the Star Bicycle, and in your issue of January 17th, your correspondent L. W. W., gives us some Star light, for which we are thankful, especially as they are the result of practical experience. Now, Mr. Editor, *Mechanics* is a peculiar science; for devices that *theoretically* will work are frequently *practical* failures, and so devices that *theoretically* are failures will occasionally work *practically*. The American Star Bicycle belongs to this latter class; theoretically it is a failure, while practically it is, more or less, of a success.

I have been opposed to them from the start, and have advised purchasing-friends not to buy one, but when I saw their performance at the Philadelphia meet, I was, in a certain sense, converted. I have never ridden one, and do not care to; for I have seen good riders of our regular machines take severe falls from them that seemed entirely uncalled for; in fact, a gentleman of our place who owns one, told me that he felt that he took his life in his hands every time he mounted the machine.

Mechanisms enter very largely into my every-day business, and I have made a study of this machine, not only practically, as I have seen it in operation, but theoretically, as it would be supposed to work under certain circumstances, and this is my opinion:

In a horse and wagon, we have the power, the guiding mechanism or leverage forward in the horse, and the centre of motion behind him in the fifth wheel, while the wagon is simply a follower.

In the regular bicycle, you cluster around the head of the machine the weight, the pro-

PELLING power, the guiding mechanism and center of motion in the best form and relation for efficiency, the little wheel being simply a follower.

Now, in the Star, this order is reversed, and these qualifications divided; for you have the weight and power combined with the follower (the rear or large wheel), while the guiding mechanism and center of motion are forward in the small wheel.

In railroading, we have the weight and power combined in the engine, forward, and if this agency were put in the rear of the train, it would be many times as liable to leave the track.

With the regular bicycle, sharp curves can be turned with rapidity and safety, the turning of the large wheel inclining towards the perpendicular center of curve both machine and rider.

In the Star machine, the little wheel being the smallest factor, cannot, in its turning, incline the large wheel or rider of the machine for a safe passage round a curve: hence when rapidly passing a curve the tendency of the momentum is to throw the following portion or the weight (in other words) outside the perpendicular line, and cast both machine and rider in the dust.

Your correspondent, L. W. W., says the motion of the feet up and down is more natural than the crank motion.

We do not walk as a jig-saw moves, up and down, but we do walk as the crank motion carries us, wherein we put our feet alternately forward, bringing them backward and putting them forward again.

The exhibitions of fancy riding of the two forms of machines at the Philadelphia meet fully demonstrated the possibilities and probabilities and superiority of the regular over the Star bicycle.

The makers of the Star machine advertise their machine as safe from *headers* or other *dangerous falls*. This is misleading and calculated to deceive the general public. In the ordinary bicycle you can fall in two directions, forward ("header"), or sidewise. In the Star machine you can fall in three directions, *forward*, *sidewise*, and *backward*, and woe to the Star rider who takes an unlooked for fall on his spine or the back of his head, where his arms cannot come into play to break the fall, for any great sudden jar on the large wheel would pitch machine and rider over backward; and so it would be equally fatal for the Star rider who, especially in coasting, should have his little wheel get askew or across the road, in a sand-hole or rut, for then the momentum would lift both machine and rider, and pitch them over the little wheel forward,—yes, this would be a high header.

This cry of *headers* and *dangerous falls* is all *bosh*, a careful rider need never, unless under exceptional circumstances, take a header, in fact, the writer in last season's runs of over 600 miles only had one fall, and that one the result of carelessness.



Your correspondent, L. W. W., is wrong in saying there are no dead centers in the Star machine, for when you are working both feet at once, the dead center exists from the lowest depression of the feet to the raised position at which you again apply power; and so far as climbing hills is concerned, the crank machine, with its direct positive motion and leverage, will climb any hill that the lever and friction-full device of the Star will enable it to climb; in fact, the writer has known the regular bicycle to have been ridden up hills that it would tire a person to walk up.

And now, Mr. Editor, let us have *More Star Light* from the next man. ANTI-STAR.

### THE PROFESSIONAL TOURNAMENT.

About six o'clock on Friday evening, the 26th inst., the writer wended his way through the mud and slush of the East-side thoroughfares to the great barn-like building on Third Avenue and Sixty-third Street, where the advertised races were to be held. Inside, the final preparations were being rapidly pushed. The track had been marked out on the concrete with a black line three inches in width, and when carefully measured by the referee, and Mr. Edward Plummer, of the *Sportsman*, the tape showed about three feet over the mile. Nine circuits were necessary to complete the distance. The management, however, failed to rope off the course, and the spectators over-ran the inner ring. The scoring stand was accessible to every busy-body who cared to meddle with affairs that did not concern him, in spite of the efforts of the officials, assisted by four stalwart policemen. At eight o'clock the veteran master of ceremonies, Pop Whittaker, announced the twenty-five mile race between Woodside and Prince, for a purse of \$400 and the championship of America. There were about six hundred spectators present, their numbers being slightly increased during the evening by men about town dropping in at intervals to see the exhibition. It was a very pretty exhibition, and many thought it a race, especially the Celtic portion of the congregation, who, possessing more noise than brains, made the air lively with their cries for "Woody." The day before, the positions had been drawn, resulting in Prince having the pole. Prince made the pace for the first eight laps, when the man from Coleraine went to the front, and was the first to cross the line at the completion of the first mile. From there on, up to the fifteenth mile, the lead was alternately held by each, the men spurting past one another often enough to awaken the enthusiasm of the crowd. Woodside settled down to steady work, and Prince either clung to his heels or dropped back ten or twenty yards, as best suited his inclination. When the pistol was fired for the last mile, Prince easily went past the man from Ireland, and won by over twenty-five yards. The crowd, mistaking the signal for the finish, rushed bodily on the track, and impeded the progress of both riders. The follow-

ing is the score for every five miles, the times being so far behind the record as to make the publishing of each mile unnecessary.

Miles.	Prince.	Woodside.
5.....	18.35 1/4	18.35
10.....	37.00 1/4	37.00
15.....	54.57 1/4	54.57
20.....	1.13.47 2-5	1.13.47 4-5
25.....	1.32.20 4-5	1.32.22 3-5

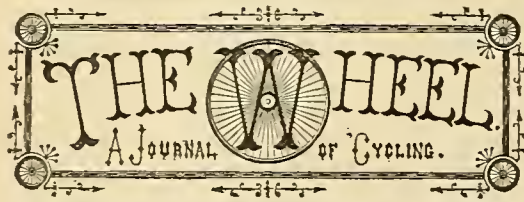
At ten o'clock the twenty-six hour race for the medal valued at \$200, given by the *Police Gazette*, together with a share of the gate receipts and the title of champion at twenty-six hours go-as-you-please, was started. The following riders came to the post: W. J. Morgan, Canada; Frank Hart, Boston, Mass.; William Oliver, Scotland; G. Gaizel, New York; John Wilson, Boston, Mass.; Wm. M. Woodside, Ireland; T. Harrison, Boston, Mass., and W. C. Young, Boston, Mass. Gaizel was the first to finish a mile, and Woodside showed to the front at the second mile post. At this point Gaizel went ahead and lead until the seventh mile, when Harrison spurted and made the pace until the seventeenth mile was passed. The men divided into two squads, the first consisting of Young, Wilson and Harrison, with Young in command; the second division with Woodside at the front, and the Canadian Morgan at his heels, with Gaizel in the rear. Hart and Oliver rode at their own sweet will, Hart being particularly unfortunate with his machine, which squeaked badly. He retired during the nineteenth mile. Later on, Oliver the boat-builder and Gaizel the oarsman went into partnership over a large porterhouse steak, resulting in a cramped stomach for both, compelling them to withdraw. Young set a fair pace for twenty-four miles, when Harrison came forward and led the pair for five miles, when Wilson, who had been riding in the best form, came to the front for a mile, only to give way to Harrison who turned the thirtieth mile in 2h. 6m. 50s. Harrison let out a link and held the lead until the thirty-seventh mile, when Young took the running up to the fortieth mile, finishing that distance in 2h. 52m. 15s. Harrison then made the running for nine miles more, when Young completed the fiftieth mile in 3h. 36m. 3s. From thereon to the fifty-second mile Young was to the front, and then Harrison spurted past him until the fifty-seventh mile, when Young showed ahead for good, as he was never headed. Harrison dropped out at the end of the sixty-second mile, leaving Young, Wilson, Woodside, and Morgan to continue the race. The four rode all night and the greater portion of the next day. Now and then a spurt would awaken the small audience to cheers, but the silence was rather depressing. At half-past one Woodside retired with a score of 193 miles to his credit, having been attacked with rheumatism in the back, the result of being clothed too lightly in the twenty-five mile race. Wilson followed him with 213 miles at half-past three. This left only Young and Morgan on the track. Morgan tried hard to make up the eight miles that separated the pair, but lack of training told. As he had not been on a machine more

than three times in three weeks, it was not to be wondered at his collapse. About 8.30 both men stopped by mutual agreement, Young having rolled off 254 miles, and Morgan 246 miles, 4 laps. Both men were badly used up, and Young's eyes were badly inflamed from the flying dust. Mr. Ford Mason and J. D. Canary of New Haven gave very good exhibitions of fancy riding, Mr. Canary having shown a vast improvement over his past riding. This closed the entertainment, which can hardly be called a successful one.

In default of reliable records above fifty miles, the times made by the winner constitutes the record for the distance. The referee was Fred. Jenkins, Editor of THE WHEEL; Judges—Capt. N. M. Beckwith, Citizens Bi. Club, Capt. W. R. Pitman, W. Brownson, and Edwin Oliver. The scoring was done by Edward Plummer of the *Sportsman*, assisted by P. Donohue of the New York *World* and assistants from athletic clubs. The following are the returns above fifty miles:

Miles. H. M. S.	Miles. H. M. S.	Miles. H. M. S.
Young.	Young.	Young.
50.... 3 36 03	118.... 9 08 57	188.... 15 35 15
51.... 3 41 45	119.... 9 13 55	189.... 15 41 40
52.... 3 46 15	120.... 9 18 34	190.... 15 46 03
Harrison.	121.... 9 23 02	191.... 15 54 50
53.... 3 51 10	122.... 9 27 40	192.... 16 00 00
54.... 3 55 45	123.... 9 32 30	193.... 16 04 50
55.... 4 01 10	124.... 9 44 00	194.... 16 09 40
56.... 4 05 45	125.... 9 49 00	195.... 16 15 30
57.... 4 10 50	126.... 9 53 30	196.... 16 21 25
Young.	127.... 9 57 50	197.... 16 26 50
58.... 4 16 43	128.... 10 02 30	198.... 16 30 50
59.... 4 21 25	129.... 10 07 40	199.... 16 35 35
60.... 4 25 50	130.... 10 12 35	200.... 16 47 00
61.... 4 30 18	131.... 10 16 10	201.... 16 53 30
62.... 4 34 46	132.... 10 21 55	202.... 16 57 30
63.... 4 39 20	133.... 10 27 59	203.... 17 02 20
64.... 4 44 27	134.... 10 32 45	204.... 17 07 50
65.... 4 49 34	135.... 10 37 40	205.... 17 13 10
66.... 4 54 17	136.... 10 42 35	206.... 17 18 30
67.... 4 59 00	137.... 10 47 50	207.... 17 24 00
68.... 5 04 12	138.... 10 53 15	208.... 17 29 35
69.... 5 08 45	139.... 10 57 45	209.... 17 37 40
70.... 5 13 20	140.... 11 02 11	210.... 18 03 00
71.... 5 17 55	141.... 11 08 25	211.... 18 09 30
72.... 5 22 50	142.... 11 12 25	212.... 18 15 00
73.... 5 30 20	143.... 11 18 25	213.... 18 23 20
74.... 5 34 40	144.... 11 23 30	214.... 18 29 10
75.... 5 39 00	145.... 11 28 45	215.... 18 35 20
76.... 5 43 00	146.... 11 34 50	216.... 18 41 00
77.... 5 48 30	147.... 11 40 20	217.... 18 46 00
78.... 5 52 35	148.... 11 50 40	218.... 18 50 50
79.... 5 56 40	149.... 12 00 45	219.... 18 55 30
80.... 6 00 50	150.... 12 04 25	220.... 19 02 06
81.... 6 04 50	151.... 12 09 55	221.... 19 07 00
82.... 6 09 10	152.... 12 14 40	222.... 19 11 50
83.... 6 13 17	153.... 12 19 25	223.... 19 16 50
84.... 6 17 35	154.... 12 24 15	224.... 19 21 40
85.... 6 21 30	155.... 12 28 50	225.... 19 26 36
86.... 6 25 50	156.... 12 33 50	226.... 19 32 15
87.... 6 30 05	157.... 12 38 45	227.... 19 37 35
88.... 6 34 50	158.... 12 43 20	228.... 19 42 55
89.... 6 39 35	159.... 12 49 00	229.... 19 47 45
90.... 6 43 45	160.... 12 54 10	230.... 19 53 05
91.... 6 48 35	161.... 12 58 40	231.... 19 57 05
92.... 6 53 12	162.... 13 08 50	232.... 20 08 45
93.... 6 57 45	163.... 13 13 20	233.... 20 13 25
94.... 7 02 25	164.... 13 18 25	234.... 20 18 05
95.... 7 07 10	165.... 13 23 40	235.... 20 23 45
96.... 7 11 10	166.... 13 29 05	236.... 20 28 54
97.... 7 16 07	167.... 13 34 45	237.... 20 33 15
98.... 7 20 30	168.... 13 40 25	238.... 20 39 10
99.... 7 26 00	169.... 13 46 25	239.... 20 45 02
100.... 7 31 14	170.... 13 51 40	240.... 20 50 25
101.... 7 36 50	171.... 13 57 00	241.... 20 55 10
102.... 7 42 00	172.... 14 02 30	242.... 21 00 05
103.... 7 47 20	173.... 14 07 40	243.... 21 04 42
104.... 7 53 45	174.... 14 12 10	244.... 21 09 30
105.... 8 00 05	175.... 14 17 15	245.... 21 14 50
106.... 8 04 10	176.... 14 22 25	246.... 21 19 00
107.... 8 08 20	177.... 14 28 00	247.... 21 24 59
108.... 8 12 40	178.... 14 33 00	248.... 21 30 15
109.... 8 16 55	179.... 14 40 25	249.... 21 36 05
110.... 8 21 50	180.... 14 46 00	250.... 21 41 15
111.... 8 27 10	181.... 14 51 00	251.... 21 47 45
112.... 8 31 50	182.... 14 56 25	252.... 21 52 50
113.... 8 36 57	183.... 15 02 20	253.... 21 58 10
114.... 8 41 05	184.... 15 08 20	254.... 22 03 30
115.... 8 45 25	185.... 15 14 50	255.... 22 09 00
116.... 8 50 59	186.... 15 24 05	256.... 22 14 50
117.... 9 04 27	187.... 15 20 45	257.... 22 19 59





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FRED. JENKINS, - - - Editor.  
EDWIN OLIVER, - - - Business Manager.  
CHAS. E. PRATT, - - - Editorial Contributor.  
C. J. HOWARD, / - - Artistic Contributors.  
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#### TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidently) 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. Address Fred. Jenkins, Editor of THE WHEEL, Box 444, New York.

All letters relating to subscriptions, advertisements, etc., should be addressed to Edwin Oliver, Business Manager of THE WHEEL, Box 444, New York.

#### 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.

#### THE LEAGUE ELECTIONS.

As the coming election is looked forward to by many as an opportunity to make a "fresh deal" among our State officers, it may not be out of place to lay before the members of this State the particular rules of the League of American Wheelmen, as adopted by the Convention at Chicago, last May, relating to the election of a Chief Consul and Representatives.

The first rule to be considered is that which relates to the number of Representatives in each State. It reads as follows:

"Its officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, *Chief Consuls, one from each State, and Representatives, one for every hundred League members in each State (the italics are ours);* and these officers shall form a Board of Officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies."

We have, under this rule, one Chief Consul and two Representatives to elect, the membership being a little over two hundred. If some of the large clubs in the State would add

their names to the roll, it would give us another Representative.

But as the time is short, no more names can be added to the list, unless sent in at once, as it usually takes three weeks to elect a new member. We hope, however, that each member that has paid up his dues and who will consequently receive from the secretary a voting blank, will show his interest in the League, by promptly filling out the blank and returning it to the secretary.

We might also add that, to secure a solid vote, it would be well to support the candidates whose names appear at the head of this column, and who are in our opinion the best suited for the office. We see no reason why there should be a repetition of the very scattering vote of last year, when some twenty wheelmen received one or two votes each, and trust that a unanimous expression of approval will be recorded.

The rule in regard to the ballots reads as follows:

#### ELECTIONS.

"Between the 1st and 10th day of March of each year, the corresponding secretary shall send to each member of the League, a voting blank for Representatives and Chief Consuls."

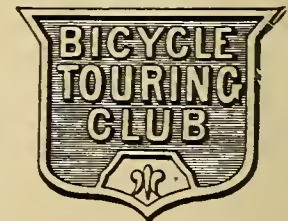
Each member shall be entitled to one vote for Chief Consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules; these blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the Committee of Rights and Privileges. This committee shall sort and count the votes, and make a return of the same to the President, on or before the twentieth day of April; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and the persons receiving the largest number of votes for representatives shall be elected. The President shall, on or before the first day of May, declare the result of the election, and cause the same, without delay, to be published in the official organ; and also notify every member of the Board of Officers, and persons so elected, of the result. On the same day, at the Annual Meeting (as provided for in Rule 9), the Chief Consuls and Representatives so chosen shall meet and elect from their number a President and a Vice-President, and from the membership of the League a Corresponding Secretary, a Recording Secretary, and a Treasurer."

When the ballots are received they should be filled out immediately and returned, as delays are dangerous and will often cause the loss of a vote. Members should also see that their correct address is in the Secretary's hands prior to March 1st.

#### K. C. W. RECEPTION.

The Kings County Wheelmen of Brooklyn gave their second reception on the evening of January 26th, at the rooms of the Brooklyn Bicycle Co. There were about one hundred and twenty-five couple present, besides a gallery full of spectators, all of whom paid their little 50 cents. Alec's face was beaming as he saw the dollars rolling in, and Manager Bidwell chuckled when he saw the affair was

to be a success, both pecuniarily and otherwise. The last reception, though a success as regards attendance, was not, we believe, financially gratifying, and the boys are more than pleased that the surplus from their last entertainment will make them whole. Festivities opened with a very creditable exhibition of fancy riding by Messrs. Bloodgood and Hall, after which a club drill by twelve members elicited considerable applause. Following came a slow race sanctioned by the League, in three heats and a final; Wm. D. Bloodgood won the first heat, Frank H. Douglas the second, and Geo. Hooper the third. The final was won by Wm. D. Bloodgood with Geo. Hooper a good second. The prizes were a silver cup to first and a nickel king-of-the-road lamp to the second. The dancing card comprised some fourteen numbers, the principle feature of which was a pretty galop, dedicated to the Kings County Wheelmen, by Miss Tennie Hibson. Of the visiting wheelmen present, we noticed Col. A. A. Pope, of the Massachusetts, and Messrs. Beckwith, Center, and Oliver of the Citizens.



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.

#### NAMES FORWARDED FOR MEMBERSHIP.

H. S. LIVINGSTON, 443 West 7th St., Cincinnati, O.  
W. A. WHITING, 139 Race Street, Cincinnati, O.  
HENRY W. WILLIAMS, 258 Washington Street, Boston, Mass.

#### RENEWALS.

MRS. F. W. WESTON, Savin Hill, Boston, Mass.  
FRANK W. WESTON, Savin Hill, Boston, Mass.

#### NOTICE.

Applications from this date inclusive will cover membership for the season of 1883.

Members wishing to participate in the B.T.C. excursion to England, sailing July 21st, 1883, should communicate with the Chief Consul at as early a date as convenient.

#### RENEWALS OF MEMBERSHIP.

The time for each member of the B. T. C. to renew his or her membership has now arrived, and the renewal fees should be forwarded either direct or through the C.C. AT ONCE. Members whose renewal applications do not reach the Executive before the end of the month of March, will forfeit continuation of membership, and can only renew it by re-election, a process causing much unnecessary clerical labor, and depriving the Club temporarily of valuable numerical strength.

Renewal applications should preferably come through the C.C., so that accurate record of the American membership can at once appear in the American official organ of the Club, and time be saved. For this purpose, special blanks have been mailed to the entire American membership, but the blanks which each member has received with the last Club Gazette can be used if desired, only in that case the name of the member will not appear on the American roll until after publication in the Club Gazette.

#### THE HANDBOOK.

A new edition of B. T. C. Handbook is now in process of compilation, and will be issued as soon as the whole of the data has been received and arranged. Each member should have a copy as soon as the book is published, and to secure it, should send to Mr. S. A. Anty, Secretary B. T. C., Millergate, Bradford, Yorkshire, England, an International Post-office Order for



one shilling and sixpence, with a request that same should be retained until publication of the next Handbook, and that a copy should then be forwarded to the member applying.

Members who possess the Handbook, and will take the trouble to study the By-Laws of the Club, and other items of information which it contains, will be better able to form an intelligent opinion of what special legislation, if any, is desirable for the best interests of the B. T. C. in America.

## League of American Wheelmen.



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

### BOARD OF OFFICERS.

*President*—W. H. MILLER, Box 245, Columbus, Ohio.  
*Vice-President*—A. S. PARSONS, Cambridgeport, Mass.  
*Cor. Secy.*—FRED. T. SHOLES, Cleveland, Ohio.  
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### STANDING COMMITTEES.

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*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, 258 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.; BURLEY B. AYRES, 189 Michigan Ave., Chicago, Ill.

### TO LEAGUE MEMBERS:

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

NASHUA, N. H., January 27, 1883.

*Editor of the Wheel*.—Your number of 24th inst. has just reached me and as I read your interesting "Editorial Jottings," my eye rests upon your suggestion of the advisability of publishing the renewals of the League. Your insinuation is so nicely worded as to render it impossible for me to decline, *especially* in view of the friendly assistance you have of late so repeatedly rendered us, and which you may feel assured we know how to appreciate.

We wish every reader of THE WHEEL to bear in mind that at this season of the year renewals with us are necessarily light, as the year is about winding up; in fact it is only due to our clemency in the matter that delinquents are now permitted to return, a privilege we hope they will appreciate and improve, as this is the last opportunity of this nature that will be allowed them.

Week ending January 27, 1883.

### Unattached—

1747—Whitney Granger.....Beverly, Mass.  
 356—W. M. Kerr.....Philadelphia, Pa.  
 291—Herbert G. Millett.....  
 1960—F. A. Coleman.....New Britain, Ct.  
 1665—D. C. Roberts.....Cambridge, Mass.  
 1459—W. F. Crossman.....Washington, D. C.  
 1558—Frank A. Elwell.....Portland, Me.  
 696—J. H. Lamson....."  
 1556—E. H. Snow....."  
 1557—A. W. Pierce....."  
 701—G. F. Corser....."  
 615—Rev. Arthur Edwards.....Chicago, Ill.  
 W. V. GILMAN, Treas.

### NOTICE TO CHIEF CONSULS.

At length we have been able to supply each of you with as complete a list of our members in your respective districts as was possible under the circumstances. Excellent work has resulted in many quarters, and we hope you will *all* be alive to the importance of the undertaking in which we are at present engaged.

You are all in positions of prominence, and the eyes of your constituents are upon you, perhaps much more so than some of you imagine. Several of the Chiefs have cleared the slates for their districts, and others are working most zealously. Are you among the number, my brother? These Leaguers throughout the country have been reading the papers of late. They are looking for *live* men and mean to *have* them. We hope to see you all in that number. Yours fraternally,

W. V. GILMAN, Treas.

NASHUA, N. H., Jan. 26, 1883.

### What the Owl would like to know.

How Miss Brown is?

If it isn't fun to see some people smoke cigarettes?

If it isn't too bad that the collar is worn out?

Whether the pink and blue suspenders will have the same fate?

If Col. Pope and his wife do not know how to entertain?

If the Colonel always takes his guests to the singing club?

Why Mr. Cobb don't occasionally favor the club with some of his inimitable comic selections?

Whether Millie found out who that chap from New York was?

Likewise the little black-eyed charmer?

Where there is a town having more pretty girls than Newton?

Whether the Boston boys will ever come to New York and give us a chance to reciprocate?

When Mr. Wells of the Citizens will get that bicycle?

If it isn't too bad that Mr. Griffiths failed to get that bicycle for Harry Jones, as there is no probability of his ever making up his mind now?

What object J. F. McClure, of the Boston Ramblers, has in putting up in Washington Square?

If it is his love of the antique?

Why the K.C.W.'s don't send in some individual subs to THE WHEEL?

If THE WHEEL doesn't do the square thing toward them?

Whether the enterprise of the Surrey Machinist Company in taking space in THE WHEEL will be followed by other English advertisers?

If the boys will gratify us by looking over Ira Perego's stock of bicycling furnishing goods before purchasing elsewhere? It seems to me we ought to patronize those dealers who help to sustain our papers, and as Mr. Perego has been one of the first to see this, and is known all over the city as a reliable man, I

hope the boys will take the hint. He purposes to make a specialty of 'cycling wear.

Where there is a happier man than our artistic contributor, C. J. Howard, now that he is going to have a new machine?

Whether the New Yorkers are not sorry to see their champion, Capt. "Tommie," get done up by Burnham? Better luck next time, Ernie.

Whether the parents of "Rex" Smith thought, when they bestowed this name upon him, how appropriate it would be in later years?

Why matters are not at once put in train either to secure or decline the League meet for New York, and not let everything wait until the last moment, and then rush the committees to labor beyond their powers?

Why the judge didn't fine the constable too in the following instance: "A Fellow of the Royal College of Surgeons was lately fined \$10 and costs for 'furiously riding a tricycle.' He was traveling so rapidly that a constable on horseback had great difficulty in catching him, though it was shown in court that the surgeon had already traveled sixty miles that day on his machine."

Why "Louie" Sledge don't become a *real* bicyclist, and not be content to masquerade as one?

What "Chic" thought when he saw the "Owl" at the French ball?

Why Papa Weston don't publish some data of his B.T.C. excursion in the columns of THE WHEEL?

Whether it won't be a great time for bicyclers, if Boston carries out its idea of a world's fair next year?

Whether Capt. Pitman of the Ixions is not repaid for his long waiting by the beauty of the bronzes just received from Worcester, and whether his thanks are not due to the united labors of Messrs. Pratt, Tollmann, Hill and the "Owl," for having at last received them?

Whether any one has ever seen that wonderful clock of the "Vet's" which Egan declares tells the time in the following manner: When the hour hand points to nine, and the minute hand at one, and she strikes seven, it is then a quarter of two?

Why two so important events in bicycling society as a race meet, and the K.C.W. reception unfortunately came upon the same evening?

Whether the Ixions, in taking out an insurance policy on their machines and club fixtures, have not shown their usual forethought?

### FOR SALE AND EXCHANGE.

FOR SALE.—A 4 inch Standard Columbia with ball bearings. Full nickel. Ten extra spokes in front wheel. Expert fellow. New style forks. Rider will guarantee machine to be as good as new. Cost \$125, and will sell for \$100 cash. Owner wants a larger wheel. Address Kosmos, care of THE WHEEL.





## MISCELLANEOUS.

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

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

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

LYRA BICYCLICA.—FORTY POETS ON THE Wheel by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the early wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents, by the WHEEL.

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MATINEE SATURDAY, but no Matinee Wednesday

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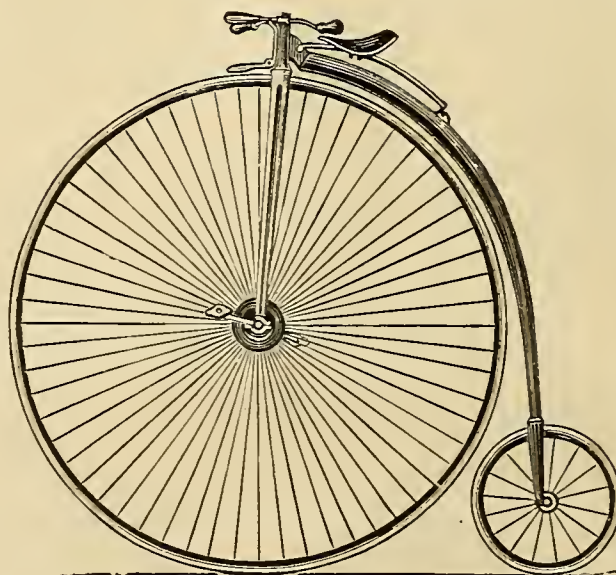
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But is it Safe?.....Henry W. Williams.  
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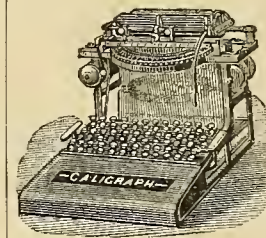
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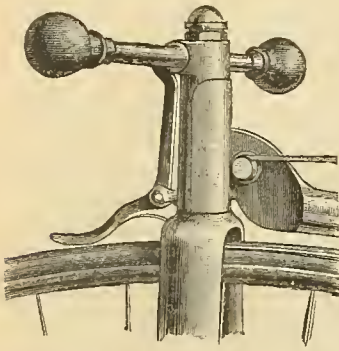
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