

THE WHEEL

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A SONG.

I rode when yesterday was bright :
To-day, that joy to be untried,
I mourn the mud and cloudy height,
The rothal hope although in sight
That some to-morrow soon I ride—
Its any falls I must abide.

Or for to-morrow or to-day
Is wheel a grief then? No, I say ;
Because I let no future fright,
And have the wheelman's sure delight
Of still recalling yesterday
The ride unfalling yesterday !

JUVENIS.

BOSTON, August 8.

WHEEL GOSSIP.

This is a month for tours.

Eleven Citizens spent a happy three days at Milford, Pa. They pooled their issues on several occasions.

The number of one dollar greenbacks pledged for "Ten Thousand Miles on a Bicycle," last Tuesday evening, was 1,773. This represents just seven months of the canvass which was put in motion for Karl Kron by THE WHEEL, of January 25. Fifty subscriptions on the list have been paid in advance.

The revised racing rules were published recently in a late issue of the Official Gazette of the League.

Stoddard, Lovering & Co. have received a large line of Rudge racers which have been built especially for our American tracks. Racing men will find it to their advantage to examine the same before purchasing elsewhere.

The Star saddles manufactured the Missouri Wheel Company are now ready for the market, and can be obtained without delay.

The first annual race meet and the third annual hop of the Scranton Bi. Club will be combined October, 16, 1884.

Mrs. Emma D. E. N. Southworth, the author of "Self-Raised; or, From the Depths," published this day by T. B. Peterson & Brothers, Philadelphia, considers it to be the best work she has ever written. In it, the hero rises from the depths of poverty, misery, and humiliation, and to trace his progress step by step has been with her a labor of love. There is a curious blending of realism and romance in this work—the result, it may be, of the leading incidents having occurred in actual life. The leading female characters, Claudia and Beatrice, are drawn with a woman's delicate and accurate touches; but the hero stands above every other person in the tale. The interest is kept up and intensified by the dramatic positions throughout the whole work. It is a moral story, and one which addresses itself

as giving an example of perseverance under difficulties, and ultimate success. It is, as Mrs. Southworth says, her best and greatest work, for it is strongly marked by all the merits of her style, is an exceedingly interesting and powerful story, and should be read by everybody. It is published in a large duodecimo volume of 658 pages, with a view of Prospect Cottage and its surroundings, the home of Mrs. Southworth, on the Potomac, at the unprecedented low price of seventy-five cents a copy, being the largest copyright novel ever issued in book form at such a low price, at which rate it should command thousands of readers, for Mrs. Southworth stands at the head of all female writers, and there is no authoress whose works are more sought after as soon as published, or receive such immediate and general circulation everywhere, and every library should have in it a complete set of her books.

We have received an invitation to compete at the G. P. & G. race meeting. It is three years since we were ambitious to shine on the track, and it will probably be three years more before we do appear. We might make up an editor's race of a half mile between the editor of the *League Gazette*, our worthy friend, Bassett, and the fellow that does the editorial work for Ducker. This would be a novelty, and afford some sport.

One of the "straws" from a Cleveland daily paper is as follows: "Yesterday will live in the memory of lovers of bicycling in this section as the date of a very successful day's sport, and thousands not directly interested in this fine athletic diversion will also remember with pleasure the first day of the annual meet of the Ohio Division of the League of American Wheelmen. The races were sharp and well contested, and were witnessed by a large number of enthusiastic spectators. There were no serious accidents, and nothing occurred to mar the success of the day. Bicycling is comparatively a new sport in the United States, as, indeed, it is in Europe, but it is rapidly increasing in popularity, and seems destined to hold a high rank among the forms of outdoor exercise suited to our climate and adapted to our natural surroundings. Such a meeting of wheelmen as that yesterday and to-day is, therefore, a great stimulus to a healthy and highly beneficial sport, and even those who care nothing for such amusement must take pleasure in seeing our streets alive with young athletes on their shining steeds of steel. Let the wheelmen be encouraged to come again."

The Cleveland *Herald* says "a word needs to be said about the fearful handicapping on Monday. It is in no way to be charged to

the Cleveland Club, but was the work of the Official Handicapper, Baird, of New York, the officer engaged by the L. A. W. for the purpose, and the editor of the *Amateur Athlete*."

LEWEE'S LETTER.

A BIG TOURNAMENT FOR BOSTON—THE MASSACHUSETTS' REUNION—RIGHTS OF WHEELMEN—PICNIC RACES—TWO CHICAGO TOURISTS GO INTO BUSINESS—A GAG ON A RACING BOARD MEMBER—INTERESTING NOTES FROM THE HUB.

BOSTON, AUGUST 26, 1884.—Tournaments and rumors of tournaments are what we hear of on every hand. The latest is that the Boston Union Athletic Exhibition Company are to hold a tournament of several days' duration on their grounds during the latter part of September. I believe that nothing definite has as yet been done in the matter, but is now under consideration by the directors of the company, and should they decide to hold the tournament, will make public the programme in a few days. I had some conversation a few days since with a gentleman connected with the grounds, and from him learned that the plans under consideration were for a four days tournament, the events being run both during the afternoon and evening, electric lights furnishing the necessary light for the latter. Between five and ten thousand dollars is to be expended on the event, and nothing will be left undone that can in any way tend towards its success. The grounds and track will be put in the best of condition, and I can see of no good reason why some record breaking time should not be made there. The track at present is in a very poor condition, it is true, but if a few more inches of cinders were laid on, and rollers kept constantly going over it, it could be made the fastest five, lap cinder track in the country, for it has raised corners, and in shape is nearly perfect. It is proposed to try and have all the English flyers that are coming to this country for Ducker's tournament, be present, as well as all the American speeders. The prizes will be of sufficient interest to draw them all, and as it is to occur immediately after the Springfield affair, there is every reason to suppose that the flyers will all attend. A big tournament of this kind is something that has never before been held in Boston, and the management of the grounds necessarily take considerable of a risk in putting so much money in the affair, for it is a well known fact that with the single exception of last fall, for an athletic show, Boston is the poorest city of the size in the country. The company, however, is willing to run the risk. If it is advertised and managed properly, I can see no reason why it should not prove a success. The grounds are not very large, but will

comfortably accommodate ten thousand people, which, at fifty cents admission, would more than pay expenses, and leave a neat balance. I certainly hope the tournament will be held, and am sure all will join me in the wish that it will prove a grand success.

The committee in charge of the reunion of Massachusetts wheelmen on September are doing everything possible to make the meet a success. The committee held a meeting last Wednesday evening, when they decided upon a programme and appointed sub-committees to make all final arrangements. They all feel confident of the success of the affair, especially so does Chiel Consul Currier, who predicts that there will be near a thousand men in line. I hope his predictions may be realized, but I shall be very much surprised if as many as two hundred turn out. The time has passed when Massachusetts wheelmen will turn out in a parade in any large numbers. The committee have just issued the following circular, a copy of which is to be mailed to every League member in the State, and also to as many unattached riders as possible:

Fellow Wheelmen of Massachusetts:

Since the L. A. W. annual meet of 1881 in Boston, when nearly 900 riders were in line of parade, there has been no great general meet of wheelmen in the State. We believe that occasional mass gatherings of the kind tend to promote cycling interests, not only for their manifest advantages of social interchange and fraternal greeting and for the enthusiasm excited among ourselves at such times, but because, also, of the impression of strength and importance which numbers invariably produce on the general community. In no State or section of the country are there so many wheelmen to be found as in and within a radius of twenty miles around Boston, and no other centre is so convenient as Boston to permit of a large attendance of riders, by reason of fine highway approaches from all directions within this radius, added to good railroad facilities for those in more distant localities.

Desiring, therefore, in the interests of cycling to avail ourselves of these advantages, we most cordially, in behalf of the Mass. Div. L. A. W., and by authority of its executive board, invite *all* wheelmen, irrespective of League membership, club membership, or other organization connections, to meet in Boston, with their wheels, on Friday morning, Sept. 5, 1884, at or before 9.30 o'clock, on Commonwealth avenue, near Hotel Vendome, to participate in a short street parade, followed by a twenty minutes' run into the suburbs for lunch. The following is the programme:

The line of parade will form at 9.30 o'clock, the right resting on Commonwealth avenue at the Hotel Vendome. The procession will move at 10 o'clock sharp, through Commonwealth avenue to Chester Park, counter-march to Arlington street, counter-march to Dartmouth, thence to Columbus avenue, Chester Park, and Beacon street to Brookline for lunch, which will be served at 12.30 p. m. Returning at 2 p. m., in season for those who desire to attend the race meeting

of the Boston Ramblers at 3 o'clock on the Union Grounds. The parade will be under the direction of Chief Consul M. D. Currier, of Lawrence, Marshal H. W. Williams, of Boston, Adjutant.

Club secretaries, League representatives, and Consuls are particularly requested to canvass their respective localities and report to the Chairman of the Committee, Abbot Bassett, 8 Pemberton square, Boston, as early as possible, estimates of the number of wheelmen who in their sections will participate.

ABBOT BASSETT, Chairman,
E. G. WHITNEY, Sec'y,
A. S. PARSONS, Treas.,
W. B. EVERETT,
H. W. WILLIAMS,
C. S. HOWARD,
W. E. GILMAN.

Committee.

A case of particular interest to wheelmen was decided in the Municipal Court last Friday morning, on complaint of Chief Consul Weston, of the Cyclists' Touring Club. From the evidence offered, it seems that this gentleman, who was mounted on a bicycle, and Mr. J. S. Dean, who was on a tricycle, were, on July 27, on their way to meet the Chicago tourists. While passing through Buckingham street, they encountered a brick team placed crosswise of the street so as to prevent their passage. An attempt to turn the horse around being unsuccessfully made, owing to the opposition of the driver, Mr. Weston timed the obstruction, and finding it more than the six minutes allowed by law, he made the complaint. In the cross-examination, an effort was made by the defence to show prejudice of the principal witnesses for the government, on the ground that the latter desired to make this a test case on the subject of the rights of wheelmen, and in the defendant's closing argument it was stated that neither a bicycle nor a tricycle came within the legal or popular definition of the word vehicle. Judge Adams, however, supported the government as regards the nature of a machine, and stated that he had not the slightest doubt, if the question was brought before the Supreme Court, but that a bicycle or a tricycle would be adjudged a vehicle under the statutes. The other points at issue being sufficiently well established, the driver was fined. For the complainant, J. M. Gibbons; for the defendant, J. R. Murphy.

A number of Boston wheelmen went out to Lake Washacum last Wednesday, to participate in a series of races there. The affair was unknown to any one outside of the Ramblers, and consequently, as one of the riders expressed it, they had a regular "picnic." In the one mile event for two valuable gold medals, R. F. Stahl, J. W. Wattles, and F. E. Bryant, all of the Ramblers Club, participated. The race was for the best two in three heats, and much to every one's surprise, Bryant captured two of the heats, defeating Stahl who is the five mile-champion of his club. Stahl secured the second prize, as Wattles withdrew after the first heat. Bryant rode a fifty-inch old style Standard Columbia, while Stahl was mounted on a light Yale. A race open to members of the Fitchburg Bicycle Club was won by J. W. Colburn, with H. S. Billings second, George Sargent third, and W. W. Howe fourth. The prize was a silver cup. A quarter mile race for two silver cups was won by Melia, of Clinton, and Worden, of Fitchburg, they finishing in the order named. Prof. Geo. Hutchinson, instructor at the Pope Mfg. Co.'s rink, gave one of his popular exhibitions of fancy riding, for which he secured much applause.

A magnificent \$225 silver cup is to be contested for in a three-mile handicap bicycle race, at the annual games of the Caledonia Club, at the Point of Pines, next Thursday.

It is understood that Burnham, Haven, and a number of other flyers are to compete for it, so it is likely a good race will be the result; but owing to the poor condition of the track no fast time is likely to be made.

Mr. E. W. Pope, secretary of the Pope Manufacturing Company, is on a vacation down in Maine.

The Somerville Cycle Club have secured, at a rental of \$200 a year, the old chapel on Sycamore street and Winter Hill, for their future headquarters. The members of the club show great activity in cycling, and their club is rapidly coming to the front.

It is probable that Boston will have a number of representatives at the races of the Connecticut Club, at Hartford, September 9, as much interest seems to be taken in them here. Special rates have been secured on the N. Y. & N. E. Railroad. The Charter Oak track is said to be one of the fastest in the country, and the many prominent flyers there will be likely to bring down some of the records.

It is said that Sewell, the fancy rider, is soon to return to Boston.

The Lynn Cycle Club contemplate shortly holding a 100-mile road race.

W. D. Wilmot has secured for his partner, in double fancy riding, J. R. Pavilla, of London. Wilmot tried to secure him before he took Sewell, but Pavilla was then one of the "Jackley Wonders," the celebrated acrobats, and could not be released from his contracts. They practice together daily, and are doing tricks that, with Sewell, Wilmot never dared attempt. Pavilla is 25 years of age, and weighs 120 pounds. The combination will in future be known as the "Wilmot Double Riders."

The following paragraph from the *Globe* argues well for the blue-ribbon qualities of the members of our clubs:

"The rooms of one of our local cycle clubs was accidentally left open a few nights since, after all had gone home. A passing policeman, noticing this, entered for the purpose of locking up and seeing that everything was safe. He afterwards remarked to a friend that it was the meanest furnished club room that he was ever in. There was nothing there but warm ice water."

Gideon Haynes, of the Charleston and Massachusetts clubs, left here for Buffalo, N. Y., last evening, where he is to go into the bicycle business with G. R. Bull, of that city. He will sail for England next Saturday, for the purpose of securing the agency of several makes of machines. It is reported that a member of the Ramblers Club will fill Mr. Haynes' position as bicycle salesman at Wm. Read & Sons.

C. F. Haven, of the Newton Club, is doing some lively training on a tricycle.

The *Herald* and *Bicycling World* have of late been squabbling considerably. The *Herald* takes its revenge in the following pleasant way: "Bassett, the fa(s)t man of the *Bicycling World*, has received entry blanks for the Philadelphia race meeting of Sept. 13. He is a promising tricyclist, and his recent superb effort in the Boston Club's race will be long remembered. But he lacks finish."

A. D. Claflin, of the Massachusetts Club, is expected home from Europe in a few days.

Stoddard, Lovering & Company have secured the American agency for the Kangaroo bicycle.

The Pope Manufacturing Co. have decided to fit up their Columbia racers as light roadsters. The roadster will be fitted with a $\frac{7}{8}$ -in. rubber tire to front wheel, and a $\frac{7}{8}$ -in. solid felloe, and $\frac{3}{8}$ -in. rubber tire to rear wheel. Also brake, leg guard, and step.

Weight of 52 in., about 37 lbs. Price, full-nickel, or with enameled wheels, and balance nickeled, \$10.00 more than Expert.

THE CLEVELAND MEET.

The closing day of the meet was entirely successful and the races were brought to a close in a manner satisfactory to all. Although the rays of old Sol shone with unusual activity in the morning, playing sad havoc with the mercury and running it up to 90 deg. in the shade, yet hundreds of people lined the streets as early as 9 o'clock in order to witness the parade, which started at 10 sharp. It was the largest gathering of wheels ever seen in the West, and fully four hundred wheels were in line when the command to move was given. The pretty silken banners of the different clubs were carried overhead, and glistened and sparkled in the sunshine. Slowly and grandly the long line of wheels moved away to the inspiring strains of a band, and the cheers and applause of the crowds that lined the streets along the line of march. The procession started from Lake street with its right resting on Erie, and moved up Bank to Superior. From there it moved to the Park, and from there to Euclid avenue. Then a straight line was made for Wade Park, and when a little out of the busy portion of the city the speed was increased. The spectacle presented as the massive procession of handsomely uniformed wheelmen glided along smoothly and noiselessly was a most beautiful one. When Wade Park was reached the wheelmen halted and passed an hour very pleasantly among the cooling shades and nooks. Refreshments were served and were dispatched with a relish. Then a photograph of the entire party was taken. The procession started to return at 1 o'clock. The line of march was down Euclid to Kennard, to Prospect, to Erie, to Euclid, to the Square, where the procession disbanded. As early as 1 o'clock people began moving toward the Athletic Park, on East Madison avenue, where the races were to take place. These were begun soon after 3 o'clock, and although pushed hard, were not completed until night-fall.

The withdrawal of Dolph, on account of a header the day before, robbed the races of considerable interest, although the competitions among the local riders were of sufficient merit to interest the uninitiated public. The first competition was the twenty-mile race for the Pope cup. It was perhaps a wise move on the part of the donors, as had the Star men been allowed to compete they would have doubtless won with ease. None of the "crack" men were entered, and the result was an easy win for a comparatively unknown rider at a four-minute gait. Indeed, it has become an almost accepted fact that twenty miles is too long a distance to tempt the fast men like Dolph, Hendee, Burnham, Hamilton, and others; and if the object of the prize is to promote keen competition, the sooner the distance is reduced the better.

The entries and positions were as follows: A. E. Sprackling, Cleveland; B. F. Wade, Cleveland; J. H. Collister, Cleveland; F. S. Borton, Cleveland; G. H. Potter, Cleveland; and A. C. Bates, Cleveland. The pistol was fired at exactly 3.10 o'clock, and the men got away in good form. Potter at once took the lead, closely pressed by Collister. Bates at once struck a strong, even pace, and dropped into third position. Wade was in fourth position, Borton in fifth, and Sprackling in sixth when the first mile was covered, and in these positions the men rode the second mile. In the last quarter of the second mile Wade dropped into last place, and in the first quarter of the third mile Potter passed him,

gaining a lap. The positions were the same, Wade being a lap behind, when the fourth mile was begun. As the second lap in this mile was finished, Borton withdrew from the race. In the next quarter Bates spurred ahead of Collister, whom the excessive heat seemed to affect. At the conclusion of the fifth mile the pace became too rapid for Wade, and he quit the track. In the last quarter of the sixth mile Sprackling, who was riding very fast, passed Collister, and when the mile was finished the latter quit, leaving Potter, Bates, and Sprackling on the field. Potter still led by three lengths. Bates was second, a quarter of a lap ahead of Sprackling. At the end of the tenth mile Sprackling came up like a flash and took the lead, Bates falling to the rear. At the end of the thirteenth mile Bates crowded past Potter and in the fourteenth mile he managed to reach first place. Potter dropped to the rear, and left the track at the end of the sixteenth mile after a very plucky race. Bates was not headed again, and only increased his lead. In the eighteenth mile he had gained almost a lap, and shoving his wheel close up to Sprackling's, dogged him around the track until the finish. The time by miles was as follows: first mile, 3.46; second mile, 7.44½; third mile, 11.54; fourth mile, 15.52¾; fifth mile, 20.02; sixth mile, 23.46; seventh mile, 27.12; eighth mile, 31.49¼; ninth mile, 36.22¾; tenth mile, 40.48; eleventh mile, 45.11½; twelfth mile, 49.40½; thirteenth mile, 54.15¾; fourteenth mile, 59.20; fifteenth mile, 1.03.29¾; sixteenth mile, 1.08.13¾; seventeenth mile, 1.12.54; eighteenth mile, 1.17.28½; nineteenth mile, 1.22.07¾; twentieth mile 1.26.27½.

Half Mile Tricycle Race.—C. E. Howland, first, time 2 m. 2 s.; W. F. Knapp, second. Won easily.

One Mile State Championship.—C. W. Ashinger first, time 3 m. 21¼ s.; W. F. Knapp second. Ashinger took the lead at the start, and although somewhat crowded by the others retained his place to the finish.

Ten-Mile.—Chas. Frazier first, time 37m. 24s.; George Webber second. The excessive heat prevented many from starting, and C. E. Stone, of St. Louis, was the only opponent besides the winners. Frazier led the first six miles, when Stone took the lead only to give way to Webber on the next mile. On the ninth mile Frazier went to the front and stayed there until the finish. Webber went into second place on the last lap.

Two-Mile State Championship.—C. W. Ashinger first, time 6m. 51s.; W. F. Knapp second. Ashinger started with the lead, but Knapp spurred past him in the second mile, only to lose the lead again at the final spurt.

Quarter-Mile Dash.—Chas. Frazier first, time 45½c.; C. E. Stone second, C. G. Harris third. Harris started off with a rush, but was overhauled by the Star man in good shape, closely followed by Stone.

One-Mile Consolation Race.—G. E. Thackray first, time 3m. 27s.; J. V. Wright second. Wright made a dash for the pole, and gained, passing the judges' stand for three successive laps in the lead. Then Thackray rushed up and took the first place, maintaining it to the close.

At the conclusion of the races the boys formed in line and returned to the town. It was pronounced one of the most successful meetings ever held by the Ohio Division of the L. A. W. The attendance on the first day was about 3,000, and on the second almost 4,000. The races on the programme were all run and several good records were broken.

The fourth annual meet of the bicyclists of the Buckeye State closed with a sumptuous banquet at Weisgerber's. A large crowd sat

down to the tables, and discussed wheeling and the supper. The menu was as follows:

Soup, St. Julian;
Boiled Trout a la Hollandaise;
Small Potatoes;
Fillet of Beef with Mushrooms;
French Peas, Cauliflower;
Punch au Kirsch;
Spring Chicken, Cream Potatoes;
Small Patties a la Financiere;
Fresh Lobster, Mayonaisse Sauce;
Crackers;
Cheese;
Frozen Pudding, Cream Sauce;
Assorted Cake, Fancy Cake;
Coffee, Tea;
Fruit.

All in all, the meet has been a grand success. Financially it has exceeded expectations, and artistically—if the term may be used—it has equalled them. The races brought out disappointments, notably Dolph's accident and a bad track, which rendered fast time very difficult. But everything was handled cleanly and promptly, the management was perfect, and the races, parade, exhibition, and banquet were all most satisfactory to those who witnessed them. To the wheelmen the meet has been an inestimable boon. New friendships have been made, suggestions exchanged, and the foundation for other and more successful meets laid.

In my account last week I omitted to state that the final heat of the Half-Mile League Championship was neatly captured by Chas. E. Frazier, of Smithville, in 1m. 33 $\frac{1}{4}$ s. C. E. Stone, of St. Louis, being second.

J. I. C.

CHAMPIONSHIP OF CANADA.

W. J. Morgan and Fred Westbrook, of Brantford, Ca., have signed articles of agreement for a ten-mile race, to settle the long disputed championship of Canada. The match is for \$500 a side, and a \$200 belt, presented by a patent medicine dealer of Hamilton. The race will be ridden in the Brantford Driving Park, which is a very good level half mile trotting track.

One of the features of the giving of the championship belt is that it has to be won three times before becoming the property of the winner. Westbrook, who, as an amateur, was the fast man of the Toronto Wanderers, will probably give Morgan a good rub, as he is considered a "flyer" when in condition.

PROFESSIONAL CHAMPIONSHIP OF CANADA.

BRANTFORD, Ont., Aug. 27.—A bicycle race of ten miles, for the championship of Ontario and \$500 a side, between Westbrook and Morgan, which took place here to-day, resulted in favor of Westbrook by two feet. Time, 33 minutes 15 seconds.

THE PITTSFIELD RACES.

The Bicycle Club sold 1,800 tickets for their annual tournament, Thursday, Aug. 14, and the most unique procession ever seen in Pittsfield went up North street at half-past one. The Germania Band preceded about fifty bicyclers, and as they formed in ranks opposite the *Sun* office, there was applause from the hundreds on the sidewalk. Fifty young men in tidy and attractive uniforms, treading time to the music of the band, with the silver and nickel and gold of their wheels shining in the glowing August noonday, was a spectacle that was as enjoyable as it was novel.

The races at the Fair grounds were well contested, and exciting. The open to all half mile was won by Charles Frazier, of Smithville, N. J., in 1.27; one mile tricycle L. L. Atwood, in 4.25, J. D. Dewey second; the two mile open to all by L. D. Hamilton, of New Haven, in 6.27 $\frac{3}{4}$, Frazier being

second in 6.28. The five mile race for the Auchmuty cup, presented by Col. Auchmuty, of Lenox, and valued at \$150, a beautiful silver vase in shape, was won by H. S. Wollison of this town, in 18.32, Charles Bassett coming in second in 18.33 $\frac{1}{2}$. One mile without hands was won by H. S. Wollison, in 4-42 3-5, he being only a foot ahead of the second, Dr. Tyler, of New Haven. The two mile club relay was won by the Springfield Club in 6.10 $\frac{3}{4}$. The county championship, two miles, by L. A. Weston, of Adams, in 6.23, he being only eight inches ahead of the second, H. S. Wollison. The five mile open to all was taken by Charles Frazier, of Smithville, N. J., in 17.13, L. D. Hamilton second, F. W. Westervelt third, and Eliot Norton fourth, the last two from Springfield. The boy's race, one mile, was won by E. L. Wheaton, of Springfield, in 3.27, F. P. Whitney, of Lanesboro, second. The consolation race honors were won by A. L. Dewey, one mile in 3.25.—*Sun*.

MARYLAND BICYCLE CLUB.

A QUIET SUMMER JAUNT.

(Continued from August 22d.)

The dawn of this eventful day seemed inauspicious for byking. But being assured that it was usual for dull, threatening clouds to daily obscure the few stray rays that old Sol details to polish up the gilt ball on the Cumberland Court House, we made our preparations to leave. Two bykers accompanied us ten miles down the tow path. After several glasses of tow path cider we parted, and then the most marvelous performance I ever witnessed occurred. We were jogging along the smooth tow path, watching out for the fleet footed canal mule, wondering where the apples grew, from which that cider was made, and dodging the telephone poles that seem to grow more and more numerous. We had wound our tortuous way for a mile through what seemed to be a forest of poles, when Tom, who was ahead, exclaimed "I'm getting tired of this," and drove full tilt at one, struck it square and—

With staring eyes and wide open mouth, I saw the pole bend before the shock, and Tom rode his wheel up the incline. The instant he reached the top another pole leaned to the first one, forming an apex of a triangle, straightened up again, bearing Tom doing the standstill on his wheel on its top, inclined in the opposite direction and transferred him to the next pole, and thusly down the canal he journeyed half a mile before I could gather my scattered wits.

A half scared, Help! Murder! escaped from his lips as he went sky larking through the air, and then he devoted himself to retaining his equilibrium with an industry never excelled.

Recovering from my amazement, I flew down the path, and, catching up to him, cheered him up by telling him that something would soon happen. That he would very soon either topple in the canal and drown or break his neck on the tow path.

"Ride ahead," he said, "and cut down the next pole." I did so and waited to see the final catastrophe. Like its predecessors, the instant the last pole touched the other it began to resume its former perpendicular position and then incline to the next. But there was no next and Tom shot off and struck the ground with such a velocity that before he could check himself, he rushed against me and the narrator of this journey disappeared beneath the waters of the canal. Three times did I rise to the surface and catch a glimpse of the blue zenith. For the third time I slowly sank. The cold, passionless water closed over me. I gave up all

hope and resigned myself to the luxuries of a death wherein which the roar and the jingle of the invading waters change to melodious music and one lays down to rest on the softest of couches and strains his happy eyes to catch the first glimpse of the valley of death to which he feels he's drifting.

There's a sudden jar, shock, and the melodious jingle of the water changes to an ascending roar and scream of disappointment as its prey is torn from it, and I open my bewildered eyes and lie gasping and half suffocated on the bank of the canal.

It had been the work of but an instant for Tom to spring from his machine, tear the tyre from his big wheel, wrap it round his body as a life preserver, and fearlessly wade in and tow me to shore, and when I revived he was calmly replacing and cementing the rubber in the rim. I could but gaze on my hero with proud pleasure.

As the emergency was equal to him, so he was equal to the emergency, as things equal to the same things are equal to each other.

The sun was shining brightly when I was sufficiently recovered to take part in the discussion, "What we'd better do." And we concluded to rest for a while and dry our clothes.

It was a lovely spot. Across the canal a high hill rose abruptly, whilst fifty feet below the broad Potomac, having gathered, half a mile above us, its straggling waters together, flowed by us in a solid sheet, save in one place where a long flat rock hardly more than showed through the surface.

Whilst seated on the towpath, conversing, we saw a stone slab that laid against the hill on the opposite side of the canal move as though being pushed by some power behind it. As we watched, the pressure increased until the slab fell in the canal, revealing a foot square hole in the hill. There soon peered from it what at first we mistook for a snake's head. But as its owner advanced we saw it was a terrapin. He took a long survey up and down the canal and then retreated. He soon returned and dropped splash in the canal, swam across, and scrambled upon the towpath across which he journeyed and took a long look at the river, then returned to the bank of the canal and uttered a deep guttural cry, which he thrice repeated. The head of a second terrapin peered from the opening in the mountain. A short conversation ensued. The second terrapin disappeared and returned and dropped in the canal and swam across. He was followed by what seemed to us an interminable line, and soon the towpath was covered, and still they came.

Without any ceremony, one of them caught hold of a root on the river side and swung himself over the bank, his bottom shell up.

A second one caught hold of the tail of the first one, and, also locking feet, he swung down. A third one so secured himself to the second, and they soon had a line reaching down to the river, fifty feet below. Those on the water end swam out in the stream until the line slanted at an angle of 45 degrees. And as all the bottom shells were up, the line resembled a sliding board.

It was a moment of great excitement when the first terrapin took his position to slide down. He did so cautiously, until finally, getting fixed, he loosened his grip and away he went like an arrow. Splash! and he disappeared beneath the water, and a great hurrah when he reappeared and swam to the rock. The next to follow were a lot of youngsters who were a little timid. But all got down safely, swam to the rock and watched the rest. Now and then an old fat, pompous veteran would career sideways, leave the line half way down, tumble head over heels, and strike the water with a sounding whack. And what a laugh they'd have as he came to

the surface, snorting and puffing and rubbing his aching sides. When all had gotten down the word was passed along the line, "Are you ready?" "Yes," responded the one holding to the root.

"Then, let go." And the ones in the water swam with all speed out in the stream, carrying the fallen line so fast that the end terrapin struck the water ten feet from the bank.

After mutual congratulations the line was formed, and down the stream they started, and their annual migration had begun. Our clothes now being dry, we resumed our journey, and after a ten miles ride through a treeless region, we, on rounding a bend, saw a high wooden fence that came half way across the towpath. On the side of the fence facing us was a large placard of a man pumping, and from the enclosure came the sounds peculiar to a suction pump in operation and we saw a small stream of water, that evidently came from the canal, falling to the river.

As we reached the enclosure we were met by a very courteous young man, who advanced holding in his extended hand a small pamphlet in a green cover.

"Good morning, gentlemen," he said. "Are you desirous of seeing the greatest curiosity of the age. Admission only ten cents, which includes a copy of the history of the curious life."

Tom signifying his assent, we dismounted, and on paying charges, we received our copies and entered the enclosure, beholding an old decrepid man, in tattered garments, busily pumping. His eyes were half glazed. As the deep lines on his face were the signs of his mental sufferings so were his sunken cheeks and hollow neck the signals of physical privations. His thin arms that scarce could raise the handle of the pump, his bony knees that knocked together, his whole frame that jumbled as if disjuncting, the senile muttering, that fell from his whitened lips, proclaimed that the huntsman death had well nigh run down his prey.

"Young men," said the very gentlemanly young man, "you see before you the sad result of butting one's head against a stone wall. Years ago when that old wreck was as young and vigorous as we, there was not a more to be envied man in this country. He had two of the handsomest farms hereabouts, a pile of gold in the banks, and was engaged to the loveliest girl in the neighborhood. When the canal route was laid out, it ran through a corner of his property. He swore it shouldn't pass through his land. But he was one against many, and the canal was built.

"Wild with anger and baffled rage, he took a solemn oath that he would devote the remainder of his life injuring, to the extent of his power, the property of the company.

"He hired three thousand laborers, and supplied each with a pump, and taking one himself, they all took positions along the canal and began pumping.

"Rather than have any trouble, the managers decided not to interfere, so quietly enlarged the head of the canal. In a few years he had spent all of his cash. The loveliest girl in the neighborhood had broken the engagement; he had mortgaged his farms, and they had been sold, and having no more money, the laborers left him and he was left alone at his task, which was to pump dry the canal.

"With an energy deserving of better occupation he has continued his task, which, in one interpretation, is very nearly ended. I don't think he will live the month out. The crowds that flocked to see him were so great that the company decided to build this enclosure and charge a fee which amounts in a year to ten or twelve thousand dollars, which fact offers an example of the sarcasm of fate. He came to destroy, and he is building up. Twenty years ago he began to keep a record of the number of gallons of water he pumps out, cutting a shaving off a stick for every gallon, and a notch on another for every hundred gallons. You can form an idea of the magnitude of his work by viewing the surrounding mountains. You notice they are denuded of trees and are so for an area of ten miles. We estimate he has cut in shavings twenty five thousand trees. The shavings we sell to a factory in Connecticut, where they are ground fine, colored, and sold as German mustard. You must go?

"Well, I'm sorry. You must stop again, Good day."

The very gentlemanly young man bowed us out and we resumed our journey.

(To be continued.)



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European Subscriptions, - - - 5 Shillings

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THE 'CYCLING PUBLISHING COMPANY,
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and entered at the Post-Office at second-class rates.

New York, August 29, 1884.

To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they 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 Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY.

PUBLISHER'S NOTICE.

In sending stamps please bear in mind that we cannot use other than the two or one cent issue. A one dollar bill is as safe as a postal note of that denomination, and more convenient to enclose and receive.

THE COMING TOURNAMENTS.

The past successful meet at Cleveland is but the commencement of a brief season of meets and races the like of which has never been known in the history of American bicycling. That the results will be satisfactory none will deny. With good weather they should be particularly successful, as the several localities in which they occur are geographically far enough apart to warrant their financial success, while the dates upon which they occur permit of the attendance of the same set of fast racing men, which will give wheelmen throughout the various sections of the country an opportunity to witness the performances of the men that they have all read about, but in many cases have not seen.

Perhaps the first to attract attention is the tournament of the New London Bicycle Club at the home of the "flyer" Dolph, which is announced for September 3d and 4th, for which prizes valued at \$800 are offered, and from the interest taken in racing by the Buckeye people, will doubtless be successful.

Coming nearer home, the races at Hartford, Conn., September 9th, are the maiden effort of that old and conservative club, the Connecticut. For some reason, best known to the projectors, THE WHEEL has not been thoroughly posted as to the details, but from the interest shown throughout this section of the country, and under such good management as the efficient committee, a very enjoyable time will be the result of a visit to Charter Oak Park.

Following almost too closely on its heels, is the first meet of the New York State Division of the League of American Wheelmen and the annual races of the Albany Bicycle Club, on which occasion the State championships will be competed for. September 10th and 11th are the dates for the meeting, and great efforts are being made to secure a large attendance from wheelmen. The Albany Club are the largest in the State, and composed of gentlemen who are well known entertainers. The facilities for transportation are excellent, the railroads and boats in most cases carrying the wheels free of charge. The West Shore & Buffalo Rail-

road will doubtless be well patronized, not only on account of its excellent road and fine equipments, but its being the first to carry wheels free will doubtless be remembered by wheelmen. In the matter of hotels, the Delavan, at Albany, is justly popular. Its proprietors have for a long time entertained wheelmen, and are always pleased to see them. The fact that the Arlington, at Washington, and the Fort William Henry, at Lake George, are under the same management is a sufficient guarantee.

Fortunately the next day, Friday, will be a breathing spell, the only thing of interest being that THE WHEEL will be issued that day, with its usual full and complete accounts of the events of the week. The next day will be a red letter one for the Quaker City, and Saturday, September the 13th, will doubtless see an immense attendance at the united races of the Philadelphia, Germantown, and Pennsylvania race meeting. Handsome prizes have been prepared, efficient management is an assured fact, and a good track is an important feature to be taken into consideration. The details of this tournament were published last week and everything tends towards a most successful issue.

September 16th, 17th, 18th, and 19th are our familiar dates, and doubtless all who can will "take in" the big professional tournament at Springfield, Mass. By professional we mean that it is done as a business, and probably by paid managers, and the results are, of course, satisfactory. This meeting will be characterized by the appearance of imported riders, both amateur and professional, and the contests between our own fast men and the best of England will doubtless be instructive, and tend to lower the records. A special half mile track has been built, with a solid, substantial curb, and the records, which will no doubt be made, will be above reproach. We can only hope that the club will be more successful financially than last year, which is wishing a good deal.

Finally, and in conclusion, we find the dates of September 23d and 24th appropriated by the New Haven Club for their amateur entertainment. It is always a pleasure to go to New Haven, and this year it will be no exception to the rule. An excellent programme has been prepared and special record medals will be given. The half mile track is one of the best in the country, and judiciously advertised, the receipts will doubtless net a comfortable sum to the treasury of the club.

Of the Boston tournament we have no further information beyond what our lively correspondent has told us; but THE WHEEL will undoubtedly contain the full particulars both before and after its consummation.

ANOTHER OHIO TOURNAMENT.

NEW LONDON, Ohio, Aug. 23, 1884.

Editor of The Wheel: There will be a grand two days' bicycle and tricycle tournament at New London, Ohio, on September 3d and 4th. Programme for first day will consist of races in the afternoon and a grand torchlight procession in the evening. This part of the programme is something new for this part of the country, and we have an idea that it will be a success. Second day's programme will consist of a street parade at 10 A. M., and races in the afternoon, members of the home club to be barred from competition; but Mr. Dolph will give exhibitions of speed riding each day. J. S. Prince, the world's champion, will be present in a race against horses. Prizes to the amount of \$800 will be given away.

Yours respectfully,

RAY VAN VECTEN,
Secretary pro tem.

EXCESSIVE VALUE IN PRIZES.

Editor of The Wheel: There is a growing practice in this country that "sticks in my crop," to use a homely expression, and, knowing the opinion of THE WHEEL on this same subject, I send you the following remonstrance to the wheelmen of America, aiming particularly at some of our most prominent and energetic clubs. The prizes for amateur races have been gradually growing more valuable until now the facts stare us in the face that amateur racing is becoming more profitable than professional, that English amateurs are amazed at the value of American prizes, and that amateur professionals—and by this term I mean to designate those who cash their prizes either through the medium of the pawn shop or by means of a downright sale—are becoming numerous. Such a result is most unfortunate, but we have only ourselves to blame. We have allowed the spirit of rivalry to get the better of our judgment, until now the habit is well nigh too strong to break. Fast amateur racers turn up their noses in scorn at prizes of a less value than \$100, and when they do race for smaller prizes, they do not care to exert themselves. A remark, overheard on the track, will serve to show what some racing men think. Two prominent riders stood talking together, one of them a winner in a recent race. He told his friend that he had his choice of two prizes, a watch or a bicycle, and asked his advice which to take. This was the reply: "Take the bicycle, because you can get more for it when you want to sell it." I am pleased to be able to say that the advice was *not* followed.

I fear that this evil is not properly understood, that we are paying too little attention to it. We have prided ourselves that our amateur races were honest contests by honest contestants. Let me ask how long we can expect this to be so when the money value of the prize so far overshadows the honor of being a winner? How long will it be before fraud, trickery, and deceit will be the principal stock in trade of our amateur racers, as it certainly is now of professional sporting men?

There is but one way to stop this, and show our amateur racers and the world generally that we neither overvalue their abilities or encourage fraud, and that is for us to take a decided stand and limit the value of amateur prizes to some reasonable figure. And, besides the bad example, we cannot afford it. Financial disaster has already overtaken more than one bicycle club, and it is certain that a lack of good judgment in this regard was one of the principal factors in their failure. It must be admitted that excessive value in amateur prizes is unjust to our fast professionals, hurtful to amateurs, discouraging to clubs, and destructive of that best of all sports, bicycle racing. Now, who will take the initiative? Who will say to our amateurs, "if you race from a love of the sport and for recreation, the value of the prize won is and should be as nothing compared with the honor of winning; if you desire *pay for your services*, the professional ranks are open."

W. H. EEL.

SOUTHERN VEROMNT ITEMS.

Since I wrote you of the organization of the B. C. C. they have become quite well established as a club. A uniform consisting of helmet hat, Norfolk jacket, knickerbockers, and long stockings, all of dark blue, has been adopted, which makes a very tasteful suit. The Red Letter Day Club (of young ladies) have presented the Bi. Club with a very handsome satin banner, appropriately em-

broidered with the club initials, and nicked mountings have been purchased for the same.

I understand they voted at their last meeting to be a League club, all members being L. A. W. members. The First Annual Races will be given on Saturday, the 16th inst., an account of which I will give after the event, as I can not very well before. (Immense wit displayed here).

The following I quote from Fred A. Coleman's "My Summer Vacation," in THE WHEEL of Aug. 8.

"Brattleboro should have a large club, the roads are so much like Burlington, but I did not discover one bicycle in the place, the people were too much occupied in playing lawn tennis."

I will kindly inform Mr. C. that there is a club of 15 members here, but a good part of them are busy about their work during the day, and only ride evenings, and then are generally up at the track-practicing for the races.

I agree with him that there *should* be a large club here, and think it will grow more next season, and also as he says lawn tennis occupies a good deal of attention; in fact, three members of the bicycle club are officers of a Lawn Tennis Club.

I think generally that strange wheelmen are "caught on" to before they have been here long, as Mr. Drown, the President, seems always on the lookout for them, as I most always see him with any who happen this way.

I know he would not want people to think there was no club here, as they might from Mr. Coleman's letter. Mr. P. Harvard Reilly was in town last week, and a very pleasant gentleman to meet he is; "may his shadow (a good sized one) never grow less." His Xtra Challenge attracted considerable attention, being the first one of the kind ever here.

One of the club members is considerable on tricks, doing the unicycle act a little, the one wheel act more, and numerous other tricks a good deal. "Capin" does the one wheel also, and three or four do the standstill, hands on or off, two of whom can come to a standstill without hands, remove coats and hats, replace same, and ride along.

Considering the size of the club, and the little time they have for practice, this isn't bad.

About the best trip about here is to Greenfield, Mass., "20 miles away," which is a little hilly, but averages a good road; the road to Putney, 10 miles north, is generally very fair.

To "Chesterfield Lake," 9 miles east, is rough and hilly going over, and with tire-destructive coasts coming back. Hinsdale, N. H., a busy little village 7 miles southeast, is to be seen to be appreciated, which can be done by riding through Main street during the day; those in need of any "sand" can get plenty anywhere in the 7 miles, with good spruce beer at N. Hinsdale, 5 cents a glass; ask "48 standard" if you don't believe it; and one caution, don't take any "plain soda" when at H.

One of the members who broke his arm early in the season, but who was seen again on his wheel as soon as possible, had another bad shake-up last week, and is now studying Star and other "Safety bicycle" advertisements.

The time has come for me to close and if you struggle on to this point, possibly you are glad of it, but should this not become print, drop it tenderly to rest in the wastebasket, because I shall not feel any sorrow, being only

THE TRAMP.

BRATTLEBORO, VT., Aug. 12, 1884.

TOURING BY A HEAVY WEIGHT.

Editor of The Wheel: Geo. P. Davis, A. B. Irwin, Lewis Keck, and Wm. George, wheelmen, at Rushville, Ind., started on the 10th inst. for a ride to Springfield, Ohio, the distance being 105 miles. Upon their arrival there they found themselves so little fatigued, and wheeling so enjoyable, they continued their journey to Cincinnati, making a total distance of 200 miles. The ride from here to Cincinnati, via Richmond, Indiana, Dayton and Springfield, Ohio, was made in four days, riding only in early morning and late in afternoons, resting during the heated hours. The boys are all light weights except Mr. Geo. Davis, who weighs 225 pounds. We think here that George is not only a fine wheelman, but can ride further in a given length of time than any other heavy weight rider in America. The Cincinnati Bicycle Club ought to feel proud of their heavy weight, even though Rushville claims him as a citizen. The boys speak highly of the treatment received at the hands of wheelmen through the different towns passed.

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tions of Mr. Beatty, giving preference to the purchasers of organs and pianos whose goods are still undelivered, and to whom it is shipping daily their instruments. The company is under the presidency of Mr. I. W. England, of New York, his manager being Mr. W. P. Hadwen; and the gentlemen composing the directors and stockholders are among the best known and most responsible business men in the country. All new orders, we are assured, are filled on receipt with instruments of the best quality; while arrearages are being manufactured at the rate of not less than 100 a week. On such a basis, supplying a superior article at a moderate price, free of agents' commissions, the new concern ought to achieve a great success.—*Ex.*

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[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar.]

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— OF —

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Philadelphia, Saturday, September 13th, 1884,

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RACES COMMENCE AT 2.30 P. M.

TWENTY-MILE RACE for "COLUMBIA BICYCLE PRIZE CUP," valued at \$1,500, open only to crank action bicycles. To be won three times, unless winner covers distance in one hour, when it becomes his property. Entrance fee \$5.00, to be sent to The Wheelman Co., Boston, Mass. Duplicate entry, no fee, to Eugene M. Aaron, P. O. Box 1108. Fee to be returned to all riding full distance.

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TANDEM RACE, one mile, open to Tandem tricycles from representative clubs; each "team" carrying club colors.

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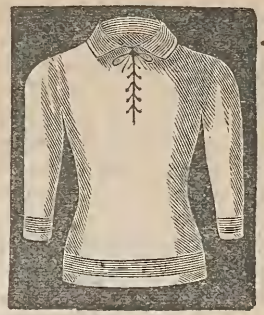
ENTRIES should be sent to Eugene M. Aaron, Chairman, P. O. Box 1108, Philadelphia.

ENTRIES CLOSE POSITIVELY, MIDNIGHT, SEPTEMBER 3d.

These being "Invitation Races," no entrance fee will of course be required from invited friends, the twenty mile excepted, being subject to the special rules of the Pope Mfg. Co. The track (half mile), will be in charge of a competent contractor for some time previous to races, and under supervision of a member of the L. A. W. Racing Board, and will be one of the best in the country for speed.

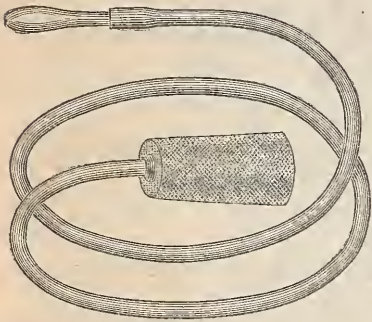
THE SECOND ANNUAL MEET AND PARADE OF PENNA. DIVISION, L. A. W., will take place in the morning in Fairmount Park.

For further particulars, apply to Eugene M. Aaron, Chairman, or Chas. M. Miller, Sec'y, P. O. Box 1108, Philadelphia, Pa.

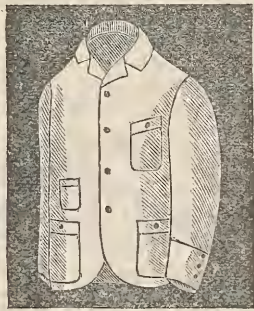


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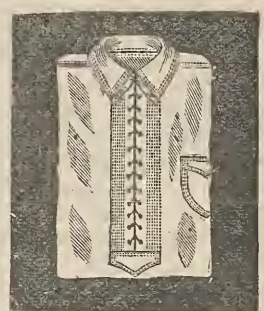
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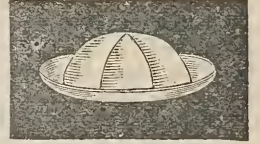
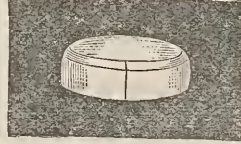
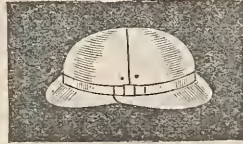
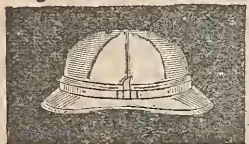
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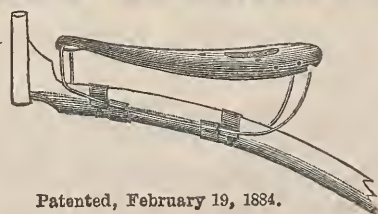
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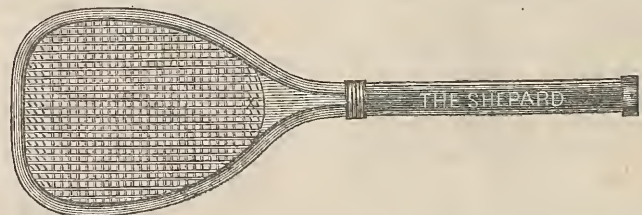
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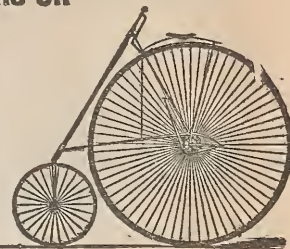
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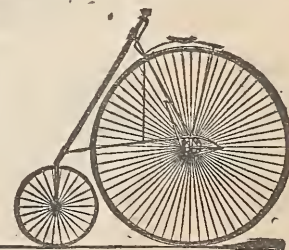
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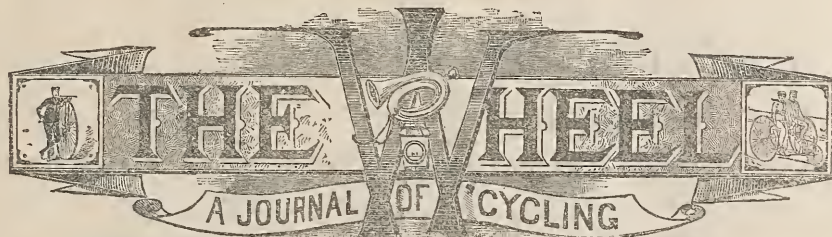
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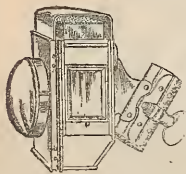
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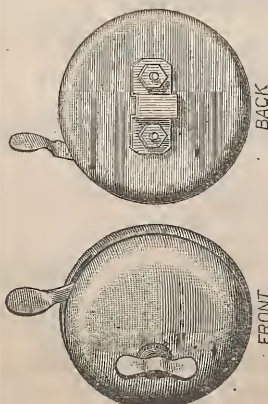
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