

THE WHEEL

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That nonentity, Mr. "Chris. Wheeler," is making a very great stir about nothing. Not only has he inflicted THE WHEEL with a column of matter about somebody who sometime or other said that he said something about a certain big club, which was not exactly true, but so on, with variations, through all the 'cycling papers of last week. Now as to the merits of the case we can only say that we have examined the paragraph by "W. I. H." in question. We see nothing particularly offensive in it, except that it is, generally speaking, correct. We do not think that "W. I. H." meant anything malicious when he wrote the words, or we should not have allowed them to be printed. It seems strange that 'cycling journalism should almost entirely consist of controversies of a personal nature. Perhaps Master Chris. is very young, and on that ground may be excusable. Chris. should stop and think that outsiders occasionally read the 'cycling papers, and that to them these babbings must appear extremely ridiculous. We shall do what we can to keep our columns free from articles of this sort.

We owe our esteemed contemporary, the "Cyclist and Athlete," an apology for speaking of it as a monthly publication. We wrote worthy, and the infallible printer succeeded in making it appear otherwise. Perhaps if we wrote weakly the error would be more to the point.

We do not do our own printing, and have to rely in a measure on the accuracy of others.

The general sentiment regarding the League meet for 1885 seems to be in favor of Buffalo on the 3d and 4th of July. There are many advantages connected with this scheme that cannot well be overlooked. Friday would be an excellent day for the business meeting, while Saturday, the 4th, being a day of general celebration, is undoubtedly the best date for the parade and races. It would find every one in a holiday mood, the railroads as a rule make a general reduction at that time, and it would be a poor move on the part of the League to overlook the point of making the races a financial success. The following day, Sunday, could be profitably spent by a visit to Niagara Falls, and the meet would virtually extend over three days, only taking one from business. As the Big Four is scheduled to start on the morning of the 7th, it would give the Eastern men an excellent opportunity to accompany them all or part the way home. It seems that a combination of these two events would be a stroke of policy not to be overlooked. If the meet is held at any other date, it will doubtless keep away all who intend to take in the tour, as few will care to go to the expense of two trips. Again, the date and time is especially adapted to the wants of Western men, and they, of course, are to be largely considered. The Buffalo men have expressed a decided preference for the 3d and 4th of July, and as the burden of the work in connection with the races and meet will fall on their shoulders, their wishes should be recognized.

LEWEE'S LETTER.

It has now been a long time since I have written one of these letters, I having been prevented from so doing by sickness, absence from the city, and various other causes. My enforced retirement has not been very agreeable to me, but, perhaps, it has proven more so to the readers of this paper. However,

I now expect to be able to regularly pour out my weekly grindings; for any attempts at writing a 'cycling news letter during this season of the year most certainly are grindings, but the scarcity of news has been lamented over by abler pens than mine, so I'll forbear on that subject.

Christmas was enjoyed here after the manner which Christmas' hereabouts usually are, a big dinner and a generous exchange of presents being the chief features of the day. A number of bicycle club runs were planned, I believe, but none were carried out. No indeed, they were not. Instead, the enthusiastic wheelman, who considered the times too hard to warrant him indulging his best girl with a sleigh ride, remained at home, and wondered how any poet could ever have been inspired to see anything beautiful about snow. We Bostonians should not, however, complain about the weather, for during the fall it was unusually pleasant, and if it is now a little more than ordinarily disagreeable, it is nothing more than what must be expected. Besides, we are not alone in our suffering.

I was in Washington a few days since and found them there enjoying a choice sample of Boston weather, with a heavier fall of snow than there had been for several years. It is an unusual thing for Washington wheelmen to have to contend with more than two or three consecutive days during the winter, when riding is impractical, and consequently they are very disconsolate during these days of inactivity, when they are forced to ride in horse cars to and from their places of business, instead of independently speeding there on their 'cycles. It is customary with the majority of Washington 'cyclists to make their New Year's calls on their wheels, and all the single and double tricycles in the city have long since been engaged for this year's calling. I hope they may be able to use the 'cycles, but it certainly don't look much like it now.

Speaking of Washington, reminds me that the 'cycle agency business in that city seems to be rather under a cloud just at present, the two principal

agents, W. C. Scribner and Thomas Harrison, having both failed. Scribner, I understand, still continues his business, but Harrison, I am told, after settling most of his bills, suddenly left for parts unknown. 'Cycling is so very popular in Washington that it certainly seems as though an agency could easily be made to pay there, and one cannot help thinking that there must have been very bad management or some reasons other than financial difficulties that caused these failures. These, with the numerous other failures that have been reported in other cities, must prove very discouraging to any one contemplating going into the business.

The manufacturers here, however, don't feel at all discouraged, but look forward to a trade next season that will be far in excess of any previous year. Stoddard, Lovering & Co., and the Cunningham Company, have each secured new and more commodious quarters, and are said to have placed large advance orders for machines, with their English manufacturers. Stall & Burt, and the other dealers, will also carry large stocks of wheels; so altogether the trade outlook here is exceedingly bright.

The Boston warerooms of the Pope Manufacturing Company are quiet enough, but at their Hartford factory all is different. There is no cry of "hard times" among the workmen there, for the works are all running on full time, producing vast numbers of machines to supply the great demand which is sure to begin with the first signs of spring. Several improvements will be made in the construction of the Columbia tricycle, and also in the light roadster bicycle, which latter machine promises to become a general favorite next season.

The Club Committee of the Boston Ramblers Bicycle Club, which organization, it will be remembered, disbanded last October, have not yet settled up their accounts, being unable to do so by the refusal of F. E. Bryant to give up the money which he collected for the club sometime since. Mr. Bryant was greatly incensed over what he considered the underhand way in which the

Ramblers were disbanded, and I am told that this is why he refuses to give up the money. If he is retaining it merely for spite, he has now had it long enough, and should make his returns at once. Bryant was a general favorite with the Ramblers, and they would be very sorry to believe him capable of dishonesty.

I hear considerable comment here about the restrictions placed on 'cycling in the New York Central Park. To us, who have never had any restrictions whatever placed on our riding by the city authorities, the rules adopted by the New York Park Commissioners, seem exceedingly ridiculous and uncalled for. Our opinion of the subject doesn't alter the case in the least, however, and the New York wheelmen are showing their good sense in making the best of the matter. By conducting themselves properly when riding, treating the Commissioners with great politeness, etc., they are gradually securing further concessions; so it is probably only a matter of time when the restrictions will be entirely removed. A prominent wheelman remarked to me a few days since that he thought the restrictions giving club members only the privileges of the park, was unfair, and that President Beckwith should endeavor to secure the same for all League members. This is not my opinion, for I think that Central Park being a public institution, the average unattached rider has as much right there as has the average League member. The rule admitting club men only was made because it was thought that a wheelman who intimately associated with other riders, would be likely to have a better control of his machine, and be more careful in its management than would one accustomed to solitary riding—a supposition which is perfectly correct. It would be absurd to say that by simply belonging to the League a man is made a better rider, so no additional privileges can be claimed for him on that score.

What the League is endeavoring to do, I believe, and what it should do, is to secure the full privileges of the park for every 'cyclist, regardless of his membership in any organization. I believe in having "League benefits for League members only," as a general thing, but in this case it would look very much like trying to "bulldoze" unattached riders into becoming members, and the interests of no organization were ever advanced by any such measures.

POINTS.

The Bostons are to have a restaurant at their club-house.

Edward P. Burnham, of Newton, gives as his record for 1884 3,000 miles, of which 940 were made since November 1. Of the total distance 1,140 were made on a tricycle.

C. F. Joy and S. C. Miller, of the

Massachusetts Club, have signified their intention of participating in the Bermuda tour.

The Boston Club will keep open house New Year's day.

It is expected that the new house of the Massachusetts Club will be ready for occupancy by January 15. A house warming will be held about two weeks later.

Gideon Haynes, Jr., of the Buffalo firm of Bull & Haynes, has been in town for the past few days.

The drill squad of the Brockton Bicycle Club, are said to claim the State championship.

Colonel Albert A. Pope, with his characteristic generosity, has contributed \$100 towards the wheelmen's entertainment fund at the Buffalo L. A. W. meet. Stoddard, Lovering & Co. have given \$50. It is to be hoped that other dealers, and also wheelmen generally, will do what they can towards assisting the Buffalo boys. We know from experience that it is a pretty expensive affair to have a League meet held in one's city.

THE UNCLUBBED CLUBBED.

EDITOR OF THE WHEEL: The Cayuga Bicycle Club is dead. Peace to its ashes. Its life was noble—it brought out the champion of Cayuga County—and nature might stand up and say to all the L. A. W., this was a club. But though it is dead, it still lives. From its ashes, soaring Phoenix-like to Jove, the Weedsport Bicycle Club has burst upon the enraptured gaze of a wondering nation. Silently as the spring time its crown of verdure weaves, without a toot from any galoot, the new club has quietly engaged palatial rooms in the Cayuga Chief building, and fitted them up in a style which makes the world stand at gaze like Joshua's moon at Aljalon. The wealth of the Orient, the product of Persian looms, the wonders of the vale of Cashmere, of Baxter Street and the Bowery are in our rooms. Turkish divans, rare tapestry, tete-a-tetes, easy chairs, rare bric-a-brac, curiosities from the East and New Jersey, it were impossible to enumerate them all. A janitor, armed with seven revolvers and a bull-dog pup, keeps watch and ward over these treasures. A long array of club rules and regulations have been adopted, among which are the following: Punning—death on the rack. An ordinary lie—fine, cigars for the crowd. An unusual lie—expulsion. Lying like Tertius—decapitation. Spitting on the carpet—\$1.50 (as the Treasurer can't come within a mile of a cuspador his fine will be ten cents straight) Abusing each other—25 cents. Abusing the Secretary—\$100. Playing on the organette—\$1,000. "Stocking" the cards—!!!! Lying to a visiting wheelman—death.

Visiting wheelmen may rest assured that they will always be heartily welcomed, and that they will not be called upon to mortgage their lot in Paradise by trying to out lie our liars.

Yours truthfully, TERTIUS.
WEEDSPORT, N. Y., Dec. 24, 1884.

GOTHAM GOSSIP.

A very dull close for a most successful year. With six inches of snow on the ground we cannot really get up much excitement over 'cycling. Christmas made a pleasant break, and the club houses were in most cases well filled with "settlers." A \$50 bank note was a substantial Christmas for "Morris," the faithful janitor of the Citizens' Club.

The Ixion Club are booming in the way of recruits. Over forty names grace the rolls, and several more are posted for election at the next meeting. Their club rooms are very convenient and handsomely fitted up, and they are in a fair way to make several improvements in their organization. Mr. Frank Egan, the President, who was reported en route for New Orleans, has abandoned the trip, owing to his interest in a fat Custom-house office. The "Owl" was a hard worker for the successful candidate, and has an eye to the spoils.

It is said that one of the most enterprising daily papers in New York contemplates opening a Sunday 'cycling column, after the pattern of the Boston Globe. This will doubtless help the sport greatly, as our friends (?) the Park Commissioners, will be reached through the influence of the public press.

The Bi. World prints a leader on the Park question which is very high sounding but decidedly impractical. What can 500 wheelmen do in a city of one million and a half inhabitants? If they want an estimate of their political strength they should follow the example of the man who, in order to find out how much he would be missed in the world, in case he committed suicide, thrust a needle in the centre of a pond, and then tried to find the hole he made. As far as I can determine the clubs are satisfied with the action of the Park Commissioners, and as far as the unattached are concerned they are not united, and can accomplish little except individual action.

I see the names of several New Yorkers booked for the Bermuda trip. I regret that the cold days have had their effect on my pocket-book, and I will have to be left out for the present. The prospect of riding over good roads is certainly very inviting, and I should be very glad to join the party, but, unfortunately, Blaine was not elected, and the innumerable bets I have had to pay, precludes any thought of more congenial climes.

I heard something said about an annual dinner a short time ago in connection with the Citizens' Club, but as yet nothing of importance has developed. It is almost time to receive information of the race meeting, but that will follow in due season, I presume.

The New York Club are still alive, all reports to the contrary. They have pleasant quarters, and although they do not ride very much as a club, the members enjoy 'cycling after their own fashion.

The Ixion Club will receive their friends on New Year's Day, and I presume the usual good time will not be amiss. The hours marked are from 1 to 10 P. M., but I have not the slightest doubt but that they will be reversed. Will tell you about it in my next.

X. Y. Z.

WHEELING IN FRANCE: ITS ORIGIN, GROWTH AND PROSPECTS.

Before the Franco-German war of 1870-71, wheeling in this country was carried on to a very great extent on velocipedes of the "boneshaker" type, and Paris was considered the most important city for the sport.

The "Compagnie Parisienne" was at that time in full swing manufacturing, and occasionally exporting, numbers of velocipedes to England and other countries; in fact, the best machines were looked upon as those of a Parisian make. Races were numerous, and the sport generally was quite a favorite one with the public. However, during the war, and after it, the pastime gradually dwindled into virtual oblivion, although several little mechanics managed to exist on a few repairs and an occasional stroke of business in the way of a sale.

There are still a great number of the ancient velocipedes to be met with, and at Toulouse I had the opportunity of inspecting various types of these old wooden carvings, having a "ride" on the racing machine, the property of M. Marty, who, by the way, was one of the former champions of this country. The machines were all shapes and sizes, two wheels, three, and four also, and the hands were brought into use as well as the legs. The "dandy-horse" velocipede was interesting, also an arrangement on a two-wheeler, for taking refreshments en route. I noticed several ideas in these old fragments of bygone days, that have been introduced into many of our modern bi's, but more especially the tri's.

The words "bi. and tri." are becoming of universal adoption for our machines in the place of the "velocipede," but still this word is used in connection with the sport and trade here in the present day.

When I first visited this country, three years ago, I was deeply interested with

the novelties I continually came across in the way of machines and other portions of our sport. The principal item, and the worst of all, were the tracks on which racing was indulged in. I sometimes look back at all old times and wonder how I went through the apparent danger, for it was really dangerous to risk racing on such abominable "tracks," or rather roads.

Sometimes the races were held on main roads, in the centre of the town, about 200 yards being divided off, and up and down this piece of road the events were contested.

Promenades and public walks are still the only tracks, but the surface and measurement is better arranged than in days gone by.

Since the growth of wheeling in England, and the introduction of better machines, so has the sport and machines found their way into this country; "boneshakers" have been laid aside for the "steel steed with noiseless wheels," and so the sport increases.

Nearly every town contains its veloce club, and it is these societies that have done so much good for the sport in this country. Wheeling is carried on in the South more than any other portion of France, and the majority of clubs and race meetings are around towns in the "sunny South." I will not linger over the past, but hasten to the present, and to-day it may be said that the sport over here is decidedly the next and most important after England, and soon we shall run the "tight little island" close in many things.

There are no permanent tracks, true, but there are some splendid temporary ones, such as can be laid out on the Place de Quinconces, at Bordeaux, or the Esplanade, at Grenoble, and even Agen is not behind, with the Place du Gravier.

There are some fair open promenades on which tracks can be made, such as those at Angers, Narbonne, Montpellier, Pau, etc.; but still there are a great number of dangerous scarcely fit to risk a heavy roadster upon, let alone a racer of the present "feather" weight.

There are a few veloce clubs of an exceptional character, notably the Veloce Club, Bordelais, which can boast of 400 numbers, and the vast majority are active. The club-house and their spring and autumn race meetings are excellent, and it is a pushing club. Perchance its great success is due to their genial president, M. Rousset, who has his whole heart in the sport, and with a few more gentlemen connected with the pastime like M. Rousset, the wheel world would thrive.

"Many are the clubs, but minus good management"; the best are the V. C. Grenoblois, V. C. Agenais, V. C. Narbonnais, V. C. Bearnais, and the Societe Metropolitaine. But the "old-fashioned" club life of England is missing. Club runs are another "missing link" with the different societies, but sometimes they are carried out upon a very minor scale. However, racing is the "centre on which the sport turns," and race meetings are numerous, but not of quality, although quantity.

There is no club costume virtually, but each club has its badge, its president, vice, secretary, treasurer, and

committee, etc. Captains are unknown here, which does away with that "military notion" which sometimes is apparent in club life; a president has a more important tone, so why a captain?

There are no absurd restrictions anent the amateur and professional question in this country, and, therefore, every one is free to win objets d'art, medals, scarves of honor, diplomas, and money, and all these things are offered as prizes. We do not walk around the wheel world as "shady objects of society"; in this way every one joins in the sport with a genuine spirit, and a little money assists the pocket and helps the pastime, and this is a lot to young fellows such as the wheelmen of the present age. The sport throughout the country shows signs of great prospect, and, although there are no tracks for racing, there are some splendid roads, which is more important, for tracks are easily made, but roads are difficult.

The wheeling journals here do little to assist the sport, for the editors do not appear to have a deal of knowledge of the wheel world of the present day. The Sport Velocipedique is the best, but it lacks news, and does not express its opinion on matters generally, neither for the sport nor trade.

The Revue Velocipedique is another peculiar morceau de chiffon, but these journals may likewise improve with the times.

The trade is the great aid to the sport, and every agent and manufacturer is very contented with the progress of the tri; the demand is ever increasing, and sociables, tandems, as well as the "parcels express," and such other additional forms of the tri, are constantly sold in large numbers, which is a decided proof of their popularity as a means of pleasure and business. Tricycling is wonderfully popular among the aristocracy, the reason being, perhaps, the utter absence of "cheap machines," so that only the better class can afford to invest in a tri, and so the sport maintains the high position it has gained. The fair sex are exceptionally fond of tricycling, as it is an easy and pleasant machine to manipulate, as well as the finest exercise of a light nature that can possibly be indulged in to arrive at the only blessing—health. Many elderly persons take kindly to it, and they very well understand that if the fair sex and their younger rivals can ride a tri, and derive such benefits out of such a pleasant pastime, why should they not follow their example? And so the sport increases. If we could take a peep at the future, "all the world would be on wheels," but yet the real benefits will be gained with further experience.

There are a few small manufacturers in this country that strive hard, but fail to thrive, because it is simply impossible to manufacture a machine here equal to the English goods to sell equal to the English market price; in the first place labor is dearer, and all the material has to come across the "silver streak," and the customs duty and carriage make a machine, when finished, costly; and, therefore, it is not surprising, when I say nearly all of the machines are those of Rudge & Co., of Coventry, and opposition is virtually impossible, for they have depots, equal to those in London, in all the principal towns: at Paris, Lyons, Marseilles, Bordeaux, Montpellier, Nice, etc.; so that a single manufacturer cannot possibly exist. They say the maison Rudge est trop forte, and all the best racing men ride these machines, so

that they have virtually an everlasting monopoly, and it is these machines that have done so much good for our sport and pastime in this country.

In summing up this article, it is very apparent that France is progressing in a most satisfactory manner, and the sport has a bright future before it. And so the wheel world wags, such is the experience of an Anglais.—[H. D. Duncan, in Wheeling Annual.

THE HERMES MEET.

With the thermometer registering zero in the Exposition on Christmas Day, it was out of the question that the meet of the Hermes Bicycle Club should receive the patronage it deserved; and yet some 400 brave souls, including quite a number of ladies, stood out the cold, and were warm in their enthusiasm, if in nothing else. The first race was a one-mile dash, for which there were seven entries, but only five started, as follows: George Webber, Smithville, N. J.; Percy Stone, J. Rogers, and Lindell Gordon, of St. Louis, and N. H. Van Sicklen, of Chicago. The course was seven and a half laps to the mile. After being given the word, they went away together in a bunch, but soon fell in line, Webber dropping out of the race after the second lap, the cold proving too much for him. The others kept well together until the last lap, when Van Sicklen forged ahead and won the race—time: 3:16 4-5; Rogers second in 3:19 2-5, followed by Gordon and Stone.

There were ten entries for the two-mile handicap race, but only four showed up at the starting place, and these were Howard Page, F. J. Tourtelotte and W. G. E. Peirce, all of the Hermes Club. This proved to be the most exciting race of all, and the friends of each contestant shouted themselves hoarse in trying to encourage their favorite. Tourtelotte dropped out in the sixth lap, but the others continued together in an eager effort to obtain the lead. Howard Page, with a handicap of forty seconds, finally obtained the lead, and won the race in 7:31, with Bradley, handicapped by thirty-five seconds, second.

The half-mile dash proved an uninteresting event, there being but two starters, Percy Stone and J. Rogers, of St. Louis. Stone took the lead at the start, and maintained it to the finish, Rogers proving himself to be in too fast company. The time was 1:44 4-5.

The five-mile dash was closely contested by George Webber, of Smithville, N. J., and N. H. Van Sicklen, of Chicago. At no time during the race were the two machines more than two feet apart. Webber took the lead and held it until the twenty-first lap, when he slowed up, and Van Sicklen made the pace during the balance of the race, coming in the winner, with Webber at his wheel. Time, 18 minutes.

Then came Prince and Woodside's race for \$100 a side, the final deposit in which was placed in the hands of the editor of the Mirror of American Sports on Tuesday, Dec. 22, at 3 p. m. Woodside labored under the double disadvantage of a large wheel on a short track and a severe cold on his lungs. Nevertheless he rode a plucky race, forcing the pace from start to finish, and only being beaten by one of Prince's great spurts around the last turn on the last lap. The race was bona fide in every respect, and was ridden on its merits ever inch of the way. Prince won by less than six feet in 53:09½.

The two-mile dash was declared off, and the last race, a three-mile handicap, called. The starters were Howard Page, 55 seconds, G. W. E. Pierce, 25 seconds, both of Chicago, and Percy Stone, no handicap, of St. Louis. Pierce took the lead, followed by Page and Stone. The positions were not materially changed during the race, Pierce being the winner. Time, 11:41½. The officers were J. O. Blake, referee; Ed. F. Brown and C. Murison, judges; H. F. Fuller, W. Giles, and J. R. W. Sargent, time-keepers; T. S. Miller, starter; James O. Heyworth, clerk of the course; E. Sharp, scorer, and N. H. Van Sicklen, handicapper. The prizes were gold and silver medals.

At 6 o'clock in the evening the Chicago Bicycle Club entertained the visiting members of the St. Louis Club at dinner in the Leland Hotel.—[Mirror of American Sports.

MONUMENTAL CITY WHEELMEN.

The cyclists of Baltimore did not fail to properly observe Christmas day, judging from the following from the Baltimore Herald: The Baltimore Cycle Club received some 300 of their friends at their club house, 648 Druid Hill Avenue. The rooms were tastefully trimmed with evergreens. On one of the walls was placed a bicycle, formed of pine, and made by Mr. W. Bayley and Mr. J. Baetjer. A handsome collation was served the guests down stairs in the wheel room. The honors of the day were done by the following Reception Committee: W. Bayley, C. Isaacs, H. Kries, H. Bayley, R. Lockwood, A. Mealy, J. Baetjer, H. Darby, A. Snyder, W. Sprigg, and W. Cohler. The club is now in a very prosperous condition. It has only recently changed its name from "Lafayette Wheelmen" to "Baltimore Cycle Club." The membership numbers upwards of thirty. During the afternoon Mr. W. S. Bayley, President of the club, presented Mr. A. M. Snyder with a handsome gold medal as a tribute to his excellence as a bicyclist, he having made the longest distance since May last, namely, 2,013 miles. Mr. Snyder responded modestly and appropriately. The officers of the club are: W. S. Bayley, President; R. M. Lockwood, Secretary; W. B. Brown, Treasurer; J. F. Baetjer, captain; A. M. Snyder, Lieutenant; A. W. Mentzel, Bugler.

Members of the Maryland Bicycle Club entertained their friends with a reception at their house, 10 North Avenue, during the day and until 11:30 in the evening. All the rooms throughout the building were tastefully decorated with festoons of cedar, pine and holly, wreaths of the same hung against the walls, and symbolic mottoes. In the rooms down stairs were tables, from which were served terrapin, turkey, salads, wine and liquors, and each of the guests as he arrived was received with true Maryland hospitality. Among the visitors who called during the day and evening were Messrs. Thomas J. Shryock, George R. Kirwan, John W. Denny, W. M. Oler, Wm. H. Hooper, Walter Smith, C. G. Gambrill, L. W. Cox, W. P. Miller, Howard Philips, W. W. Thomas, J. Lee Jones, H. D. Norris, G. Filbert, Charles W. Zerkla, W. Dodson, J. C. Timanus, D. L. Brinton, Edward Elliott, Jr., L. C. Byrd, C. B. Byrd, G. W. Mason and John W. Sicklen.

'CYCLISTS' TOURING CLUB.

GENERAL MEETING.

Founded at Harrogate, at the North of England Bicycle Meet, on Bank Holiday, August 6, 1878, by a few enthusiastic riders under the title of the Bicycle Touring Club, this organization was for a considerable time looked upon as a provincial institution. Its rapid increase, more especially among metropolitan riders, gave it a more general character, but when, two or three years ago, there was talk of transferring its headquarters to London, there was nearly a révolt among the country members. This step was, however, taken, and the course of events have fully justified its wisdom. With the change of locale came an alteration in the title—necessarily owing to the development of tricycling—into 'Cyclists' Touring Club. So enormous had the roll of membership become that extensive offices were taken over 140 Fleet St., and Mr. E. R. Shipton, long known as an energetic worker for the welfare of the club, appointed as secretary at a good salary—now about £300 per annum—with a staff of clerks. He has proved the right man in the right place. The work to be gone through may be understood when we state that there are now some 18,000 members, spread over nearly the whole world. In fact, it has become an international institution, which every 'cyclist is expected to join and support. The subscription is merely nominal—only 2s. 6d. per annum, with 1s. entrance fee—and the benefits derived therefrom numerous, not the least of which is a special tariff for members at hotels in every part of the kingdom. It is no wonder that it is the largest club in the world. Of late there has been some slight discussion in some quarters with regard to the policy of the executive, and several notices of change in the management appeared on the agenda for the meeting, which was held in the large hall of the Cannon Street Hotel this (Saturday) afternoon. The meeting proved the largest of the kind that has yet been held, about 500 being present, including several ladies. Proceedings commenced at 5:13 P. M., by Mr. N. F. Duncan, of Carlisle, being called to the chair, a post he filled with remarkable efficiency. After a brief résumé of the club's progress, he called on Mr. E. R. Shipton, the Secretary, to read the report of the last general meeting, which was held at the Queen's Hotel, Leeds, about six months ago. It caused no comment, and its adoption was proposed by Mr. Burr, seconded by Mr. Ketching, and carried unanimously. The second item on the agenda merely related to a technical alteration in the last rule of the club, No. 71, which was explained by W. B. Tanner, and carried nem. con.

The real business of the evening commenced with the third clause, which

stood in the name of the chairman, but was, in his place, moved by Mr. E. R. Ingersoll. It ran as follows:

To consider the advisability of electing a patron and vice-patrons of the club, abolishing the offices of president and vice-presidents, and of electing a chairman and vice-chairman, who shall preside at general meetings of the club and at council meetings.

An alteration was agreed to, viz., replace patrons and vice-patrons by presidents and vice-presidents. The motion provoked considerable discussion, and Mr. J. B. Marsh first "struck fire" and roused the meeting into enthusiasm by speaking against the appointment of ornamental officials, royal or otherwise, and having "mere marionettes" at the head of the club. A tiresome debate followed, among others Messrs. Jones, Robinson, Johnson, Lloyd, Cobb, Holding, Hillier, M'Rae, etc., speaking. After over forty minutes' idle talk, the motion was lost.

An important change was introduced by Mr. A. J. Hills, of Biggleswade, relating to the change in dividing the country into consular districts. The resolution, which was seconded by Mr. J. H. Sturme, was as follows:

That from the 1st April, 1885, there shall be a chief consul for each county, but this will not debar any forty-consul-power individuals who desire it from applying for more than one county, and that it be an instruction to consuls to bring up a report of the alterations rendered.

Another weary waste of time followed. After a brilliant speech by the introducer of the motion, over a dozen speakers had their say on the matter. In the end it was carried by acclamation, only five voting against it. Owing to this, the fifth motion, which embraced a similar project, fell through. So far over an hour had been occupied in discussing two short resolutions.

Mr. J. H. Glenney proposed, and Mr. A. Nixon seconded:

That in future all members be required to renew their subscriptions before January 31 on each year, in place of March 1, as now.

The following amendment was moved by Mr. Robinson, and seconded by Mr. Took:

That all officers be required to renew their subscriptions before 31st January, ordinary members by 1st March.

The amendment was eventually carried by 101 to 88.

The chief ground of debate—the eagerly-looked-forward-to motion by Mr. J. B. Marsh, who of late has been the author of several letters in the 'cycling press bearing on the conduct of the secretary and committee—was now entered upon, the following resolution being seconded by Mr. Jones:

That this meeting proceed forthwith to the election of twelve gentlemen to

form an executive council, which shall meet in London once a quarter; the said executive council to have absolute control of all the affairs of the club.

Now came the tug of war, and a very long and tiresome tirade of talk, eventually lasting one hour forty-seven minutes. Mr. Marsh stated his case very fairly, but was frequently interrupted, as were all who supported his views, by a small clique connected, we believe, with one of the wheel papers, who were very noisy. He spoke for over twenty minutes, and was succeeded by a whole shoal of would-be orators. The debate grew very acrimonious in tone, and personalities were freely bandied about, Kennedy Child's speech being by far the best. We do not propose to wade through the oceans of talk, and it would be impossible to give even all the speakers' names, as they could not be obtained in every case. Finally every one grew weary of the whole question, and the last speakers were nearly stopped by cries of "Divide!" The Secretary received an ovation on giving "an explanation," and Mr. Marsh another, but of a different nature, on replying. Finally, to the relief of all, at 9:18 P. M., a division was taken, when only half a dozen or so supported the motion, which was accordingly thrown out. The eighth resolution accordingly fell through, and the last stage was entered by Mr. Freeman proposing, in a very faint and inaudible speech, which very few were able to hear, the following:

That the council shall endeavor to arrange terms for effecting an amalgamation with the National 'Cyclists' Union; and if this can be done to their satisfaction, they shall call a special general meeting in London, and at as early a date as possible, to accept the same, and to make such alterations in the rules and management of the club as may be found necessary consequent thereon.

The matter was quickly disposed of—only two voting for it—and with a vote of thanks to the chairman the meeting broke up, after sitting for considerably over four hours.—[The Referee.]

WHEEL GOSSIP.

And still they come.

Another 'cycling paper.

This time from New Orleans.

The Bicycle South in name. Neat but not gaudy.

Competition is the life of trade, and time will show the survival of the fittest.

We don't say much about this week's paper, but it must be evident to all that new type is an improvement.

New Orleans wants the League meet, but Buffalo has the call for 1885.

Many will doubtless be glad to welcome "Lewee" back to health and active work.

Some of our correspondents need bracing up. We are afraid they have allowed the ink to dry up in their stylistic pens.

Louise Armando, the champion bicyclienne of the world, says: "I have used the Duryea saddle exclusively in all my long distance riding and racing for the past twelve months, and will say for it that it is the best I have ever used,

and would not be without one for its weight in gold. It does not chafe, and gives a close reach, enables me to ride a wheel two sizes larger than I formerly rode."

The Ixion's New Year's Day reception was a great success as usual. Tags were in demand about 2 g. m.

Next season should boom everything. The outlook is very encouraging, and dealers are laying plans for a larger stock than heretofore.

Karl Kron hopes to issue his book by the middle of February. We are afraid he will have some trouble in collecting his subscriptions.

It is funny to see how some men hang on to the mighty dollar when it comes to subscribing to a journal of this sort.

The Bicycling World offers a month's subscription for ten cents. This is a step in the right direction, as the price of the World is too high. The World last week had 186½ running inches of reading matter, while THE WHEEL had 251½ inches. Nearly three pages more than the World, yet the price is just one-half. The World should come down.

The Mirror of American Sports thinks we show poor taste in not accepting the records of Woodside made on a track without a curb, and says as a final argument that they have been accepted by the racing board of the Illinois Division. It makes no difference to us as far as the racing board is concerned, as racing boards as a rule are not infallible, and have made too many errors in the past to be accepted as an authority.

Our contemporary, the Official Gazette, wants to know how all the great race meets have been conducted the past year, whether the League rules have been complied with or not. We know that Sellers record was made as follows: The watches were started on the flash of the pistol and stopped when his wheel touched a tape held two feet above the ground by two judges. We think this smacks more of N. A. A. A. rules than those of the L. A. W. The pistol being within twenty feet of time-keepers the difference between the flash and report was imperceptible.

Both Prince and Woodside rode Duryea saddles in their recent races at Chicago.

FATAL TRICYCLE ACCIDENT.

A tricycle accident which occurred in Aldersgate street, City, yesterday (Tuesday) afternoon, has resulted in the death of Colonel W. R. Newton, an American biologist, who had only recently arrived in England for the purpose of delivering a course of lectures on subjects connected with the theory of evolution. Colonel Newton, it appears, was indulging in his favorite exercise of cycling yesterday afternoon in the thoroughfare just mentioned, and when near Long lane his machine came into violent collision with a hansom cab which was proceeding in an opposite direction. The tricycle was smashed, and Colonel Newton was pitched on his head to the ground. He was picked up in an unconscious state, and examined by a medical man who was passing at the time, and who ordered the unfortunate gentleman's immediate removal home. A cab was procured, and Colonel Newton was at

once removed to his residence in Queen's Road, Bayswater, where he died two hours' after, never having recovered consciousness, the cause of death being fracture of the skull. The tragic end of Colonel Newton will be widely regretted, as he was the author of some valuable contributions to American and European literature on scientific subjects. He was fifty-five years of age, and was accompanied to this country by his wife and eldest daughter.—[Bicycling News.]

SIX DAYS' SAFETY RACE AT THE AQUARIUM.

This event promoted by the management of the Westminster Aquarium, commenced shortly after 12 o'clock on Monday, ten riders putting in an appearance, Howell, who fell while training, being the only noticeable absentee. The men were arranged in a long single file in the following order: W. Armstrong, "Rudge"; R. James, "Royal Mail"; J. Keen, "Rudge"; J. Birt, "Rudge"; E. Watson, "Rudge"; D. Stanton, "Facile"; D. Garner, "Rudge"; A. Hawker, "Clube"; C. Drury, "Rudge"; S. Vale, "Rudge."

A good start was made, Armstrong cutting out the pace, Keen setting a fast pace for the second division. At first, several of the men were very uncomfortable, and one or two collisions occurred, Vale and Hawker coming down, the latter being badly bruised about the back, and then four or five fell all of a heap, but happily escaped any serious injury, Garner's bruises being the worst, while Armstrong, who is much fancied, had fallen back, owing to a loose pedal. Some exciting racing took place during the opening three hours, Keen being especially noticeable for his very careful work, and he reaped his reward in escaping falls; in fact, lookers-on were much impressed with Happy Jack's style, albeit he was not very happy at close quarters. Stanton, who seems quite unfit, fell steadily to the rear with Drury, who lost a pedal in one of the coppers. At the conclusion of the first three hours' work the positions were:

NAME.	MLS.	LPS.	NAME.	MLS.	LPS.
Vale.....	41	2	Armstrong	38	5
Birt.....	41	1	Hawker..	37	8
Keen....	40	9	Stanton..	37	1
Weston..	40	7	Garner...	36	1
James...	40	2	Drury....	31	5

Armstrong turned very giddy and had to stop, while Garner was very bad from an awkward bruise on the hip, and Drury was very slow, though sticking to it with any amount of pluck. James, if he remains well, will worry the best of them.

After the allotted spell of rest, the start recommenced for the finishing five hours of the day, when Keen at once flew to the front, and set a good pace for the first ten miles, when he stopped to oil up. By 8 o'clock Vale was leading with 67 miles 4 laps, Birt next, a lap to the rear, Weston third, four or five laps further off, and James fourth; but shortly after this a series of spills, in which nearly all the riders took part, served to enliven the proceedings, though none were seriously hurt. Birt and Vale still held the lead, and spurred hard together, and finishing their 100 miles at 10:30, Birt then being two minutes ahead. Sharp spurring between Birt and Vale, the latter having pulled up on the leader, owing to a stoppage on the part of Birt, resulted in the Northampton rider just gaining the honor of being

first for the day on the call of time, both Birt and Vale having covered 107 miles 6 laps, the accomplishments of the race being as follows:

	MLS.	LPS.		MLS.	LPS.
Birt.....	107	6	Hawker..	99	7
Vale.....	107	6	James....	93	0
Weston..	102	8	Drury....	88	7
Armstr'g.	102	2	Stanton..	78	1
Garner...	100	0	Keen....	64	7

The distance coveted is remarkable, and points to a big performance being put down to the 48 hours, while as the men have now got "set" to the track, there will doubtless be fewer accidents. Keen is going splendidly, and the executive are doing all they can for the comfort of the men, as well as for the convenience of visitors.—[Cyclist.]

BORROWED FROM OUR NEIGHBORS.

A bicycle show race between the three slowest riders of Illinois will take place at Le Grand rink, Jan. 9. An elegant gold medal is the trophy, and Ed. F. Brown and Burley B. Ayers, of Chicago, and J. S. Gibson, of Rockford, the contestants.

"An Old Subscriber" is usually a man who borrows the paper from a neighbor, or reads a copy at the club house or news room; while "A Constant Reader" never reads anything beyond circus posters and Willing's illustrated news on his hoardings.

"Is that a bull-dog?" inquired a wheelist of a foot passenger. "No, sir; it's a cow dog." "A cow dog! I never heard of that breed." "Well, sir, if you doubt my word, just look at the affectionate way in which he's looking at your calves." Wheelist puts his head down and cuts out the pace for himself.

President Tom Miller, of the Chicago Bi. Club, is to be married New Year's day. The lady lives in Worcester, Mass., and it is there the ceremony will occur.

Last summer, as he lay in the hammock, dreamily gazing at the smooth, flower-sprinkled lawn, his darling approached and said: "There is a difference between you, dear, and the grass plat." "Communicate the variation." "This is a daisy level, while you are a lazy——." I couldn't hear the rest of it.

In appreciation of Woodside having lowered the American records from ten to fifty miles upon one of their machines, the American agents for the Rudge at Boston, are having a handsome gold medal, valued at \$70, prepared for the Irish champion.

What a marvellous fellow our Yankee friend Karl Kron is. His book will be worth reading, I'll promise, but he grumbles that we English don't support him.

"Socials" do an immense amount of good. To say nothing of the increase in a club's membership which may result from them, think of the pleasure wheelmen have in new friendships and "fighting their battles o'er again." Men meet who have not seen one another for months, and may not meet for months to come. Club jealousies are cast aside, and all exert themselves with one object in view—to enjoy the fleeting hour while yet they may. In furtherance of this idea, one man expatiates on the latest invention in springs, another holds forth on the excellence of

ball-bearings in general, and the perfection of his "Timbuctoo" back wheel in particular. A third deplors the state into which our highways have fallen, or discusses with much vigor the latest development of the Franchise question, solacing himself meanwhile with whiffs of the noxious weed, puffed from the latest monstrosity in pipes, conscious that he is an object of admiration and envy to all who may behold him.

When wheelists meet on an occasion of this kind their talk is, as a rule, of the wheel wheely, and to one unacquainted with the technicalities of the sport, the general impression conveyed is that wheelmen are a very peculiar class of beings. I know one gentleman who, after hearing a discussion about some race meeting, spent nearly a week in trying to find out how many laps there are in a mile, believing, in his guileless innocence, that a lap was the same distance all the world over—some statutory distance, fixed and immovable as the laws of the Medes and the Persians. But industry and persevering curiosity have met with their due reward, and this gentleman is now as ardent a wheelist as ever steered a 'cycle, and can discourse learnedly on any subject from the Touring Club to a tyre clip.—[The Scottish Umpire.]

Phil. Hammill is hung up by the arbitrary action of the Chairman of the L. A. W. Racing Board, who has, it appears, taken rumor and newspaper report as formal charges, and referred the matter to Mr. Sholes, of Cleveland. No protest has been lodged in Chicago, and no charges preferred by anybody, and yet Chairman Bassett sees fit to disqualify Hammill arbitrarily, and, as we believe, without authority. It seems that a newspaper report was not sufficient to establish Woodside's recent records, but was sufficient to make out a case against. What kind of child's play is this, Mr. Bassett? Hammill is the victim of a gross injustice, and if we mistake not, the indignation of the entire body of Chicago wheelmen will shortly be heard from. Evidently the L. A. W. Racing Board needs reorganizing in more ways than one.

THE MIDGETS.—This diminutive couple from America (who were recently married at Manchester), were at Coventry, last week, and on Friday evening, Nov. 21, Messrs. Rudge & Co. presented them with a specially made convertible tricycle (silver plated), the weight of which was only five pounds, and is said to be the smallest ever made. General and Mrs. Mite rode round the Corn Exchange on the tricycle, much to the amusement of the audience, which at least numbered 1,500.

The latest effort of 'cycling is a match between a runner, a skater, and a bicyclist. The first has to run four miles, while a skater covers five, and a wheelman five and a half miles. This is a very fair test of skill: A nice problem to solve would be to find out how many miles a 'cyclist could go while an ordinary telegraph boy was traveling half a mile.

In dealing with the question of violation of the racing rules of the L. A. W. as regards the competition of amateurs with professionals, the intention of the party concerned should have due weight. The case of Mr. Colar E. Stone, of St. Louis, is one in point. From the information we have received we are fully

convinced that Mr. Stone was innocent of any intentional violation of the rules when he took part in the race with Tobin at Kansas City. He did not then know Tobin to be a professional, and he ought not to be disqualified. Mr. Stone is tenacious of his amateur standing, and is not deserving of punishment for what was at worst a harmless mistake.

We read with pleasure of the advent of American "Star" safeties in England—not that we wish or expect that they will supersede the English ones, but that they illustrate the adoption of a successful principle in the manufacture of the bicycle, for by the placing of the small wheel in front, headers are avoided, and one of the main objections to the bicycle, pure and simple, removed.

John S. Prince has written a letter to the Bicycling World in regard to the controversy between himself and Howell. Prince says he offered at Springfield to race Howell for \$500 a side, the race to take place within two weeks. Howell said he must run the next day or not at all. He is willing to race Lees, Howell, De Civry or Keen for \$500 a side, any distance inside of ten miles. Prince pronounces Howell's statement that he offered to run him a "barney" totally untrue. He says he saw Howell at Early's, but did not have any conversation with him. Prince signs his communication as "Champion one-mile recordist of the world."

Phil. Hammell, of Chicago, forfeited his standing as an amateur by making pace for Woodside in the race against time in the Exposition building, December 8. The L. A. W. rules distinctly forbid an amateur to make pace for a professional. Possibly Hammell was unaware of this. If so, and he desires reinstatement, the matter can doubtless be explained to the satisfaction of the Racing Board.

The great George Lacy Hillier, the man of all men, universal adviser, and head-cook-and-bottle-washer of the 'cycling world, has just distinguished himself at running. George in his time has tried nearly everything. Bicycle racing, tricycle racing, walking, running, swimming. His ambition is extraordinary. He is now taking pugilistic lessons, and, I hear from a friend who has seen him spar, that he hasn't made much of a mark at that yet. His opponents generally make the mark. I forgot, though, George has not yet come out as a dancer. Is it, I wonder, that he is not fond of the ladies, or is he frightened that his legs would not look graceful?

So after all it is true that "Doodle" Robinson has started for the other side of the herring pond. He won't trust himself to the States anyhow, they love him so there, his destination being further South, to a rather warmer place, Panama, in fact. Its a grand idea for a man who has no doubt of his ultimate destination, seeking an increased temperature every time he changes his abode. Well, well. What's England's gain is Panama's loss.

We were told that the most precious possession that comes to a cyclist in this world is a woman's heart. It would seem that our informant has never observed the tender care with which a rider handles a new machine, nor the gentle way in which he dusts the backbone with his silk pocket handkerchief.

"What are these cups for?" asked a well-dressed man of a silversmith, pointing to some elegant silver cups on the show-case. "These are race-cups, to be given as prizes to the best racer." "If that's so, suppose you and I race for one," and the stranger, with the cup in hand, started, the silversmith after him.

A wheeling chappie recently told a spirited girl, whom he had been making sheep's eyes at all the evening, that the rim of his front wheel was like his love for her. "How's that?" asked the sprightly maiden. "It has no end, pretty one." "Thanks, very much, dear boy. It also correctly resembles my love for you." "Oh, how's that?" asked the chappie, overjoyed at having made a mash so successfully. Quoth the maiden coyly, "It has no beginning." Then the music started, and another partner claimed his dance.

A TRAGEDY.

Nobby 'cyclor,
On a bike,
Little doggie,
Long-haired type.
Reckless 'cyclor
Strikes the pup—
Wheel and rider,
All broke up.
Luckless 'cyclor
Breaks his head.
Little doggie
Killed quite dead.
Wounded 'cyclor
Homeward carried.
Nursed by maiden,
They get married.
Mournful 'cyclor
Full of woes,
Envies doggie's
Turned up toes.
Wretched 'cyclor
Leaves his bride—
Jumps in river,
—Suicide!

4763.

AMUSEMENT NOTES.

The Charity Ball of 1885 will be given at the Metropolitan Opera-house on Jan. 6, which is nearly a month earlier than usual. The Charity Ball continues to hold its own, as is shown by the list of managers, on which are the names of many people of recognized social consideration. As usual, the ball is for the benefit of the Nursery and Child's Hospital, a benevolent institution which is second to none in the good that it does. Tickets for the ball may be obtained of any of the managers and boxes from Mrs. Thomas Hitchcock, 8 East Twenty-ninth Street.

"Love on Crutches" is still booming at Daly's Theatre.

"Called Back" will be played at the Grand Opera House this week.

Miss Davenport will play in "Fedora" at Niblo's Garden this week only.

"Victor Durand" will hold the fort at Wallack's Theatre for a long time to come.

"Adonis" tallies its 125th representation at the Bijou Opera House next Saturday.

Herne's "Hearts of Oak" will be presented this week at the Third Avenue Theatre.

"The Private Secretary" shows no signs of diminishing popularity at the Madison Square Theatre.

Bartley Campbell's play, "The White Slave," will be performed at the Mount Morris Theatre this week.

The new Standard Theatre is reviving the comic opera successes of its predecessor with "A Trip to Africa."

Lawrence Barrett will succeed Mme. Ristori at the Star Theatre on Jan. 5. He will play in "Francesca da Rimini."

"Three Wives to One Husband" and "One Touch of Nature" are playing to full houses at the Union Square Theatre.

Garfield's deathbed and the "Story of a Crime," told in wax, are the latest additions to the Chamber of Horrors at the Eden Musee.

"Prince Methusalem" is meeting with all its former favor at the Casino. On Wednesday evening, Jan. 12, "Apajune" will be produced.

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AMUSEMENTS.

CHARITY BALL.

THE 25TH ANNUAL CHARITY BALL will take place on TUESDAY EVENING, JAN. 6, 1885, at the METROPOLITAN OPERA HOUSE, under the usual management.

Boxes may be procured between the hours of 11 and 1 by applying to MRS. THOMAS HITCHCOCK, 8 East 29th Street.

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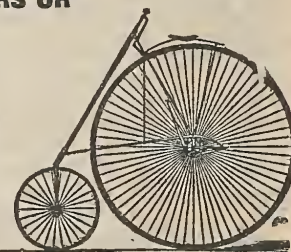
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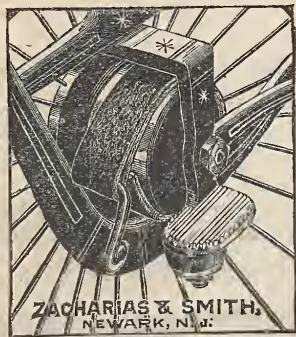
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