

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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EDITORIAL JOTTINGS.

In our issue of October 18th, prior to the meeting of the Board of Officers, L. A. W. in Boston, we entered a protest against the adoption of the three foot standard of track measurement, as proposed in the *Bicycling World*, and made the suggestion, that two feet from the pole would be a better standard. The *World*, in a leader, September 15th, and in subsequent paragraphs in various other issues, editorially, and we presumed authoritatively stated, that the English standard of measurement was three feet from the pole. As we had no reliable information to the contrary, we said no more, and the Board of Officers passed and adopted a standard measurement of three feet.

* * *

Now it is a fine thing to have a standard fixed, but it is certainly humiliating to know that we have overstepped the mark and gone to the other extreme. As we had very serious doubts on the subject, we wrote Mr. Henry Sturmev, of the *Cyclist*, who is an authority on the subject of English bicycling, and asked for information concerning the English standard. His reply is hardly encouraging, and from it our readers will see that the *Bicycling World* has led the Board of Officers to commit a serious blunder, and one that will seriously impair the value of all our records that have been made on the three foot basis.

* * *

Mr. Sturmev's letter reads as follows.* * *
"I may say I was somewhat astonished at the

League decision in the matter of track measurement, and should have written about it had I had time to do so. It appears to me the object was to get records; but why stop at 3 ft? Extend it to 30, and all records would be beaten in a week! * * * I trust this was not the reason, but that it was a matter of judgement. * * * Our tracks are measured from one foot to eighteen inches from the pole. (The latter is the measurement of all the athletic tracks in this country, the pole usually being a curb about three inches in height—Ed.) *never more than the latter, generally the former.* We find a man cuts within the foot as a rule, except when passing another, spurting down the straight or rounding a sharp corner. The 'pole' as you term it, is with us generally, the edge of the turf, and is in most tracks level with the path, so that running into it would not upset the rider, (though it would disqualify him.) * * * On grass tracks the pole is usually a rope held on a series of pegs, some six inches from the ground.

* * *

Perhaps it might be argued that as many of our tracks are fenced in with a rail fence about three feet in height, that the three foot standard would not be excessive measurement, but as the rule must apply to all tracks, we believe the athletic standard of 18 inches should be adopted, and as the Boston Institute track is measured full three feet from a curb, we must decline to accept any records made on it. The *World* has stated very positively that the English measurement is three feet, and as we think we have given positive proof as to its being to the contrary, we would ask them to produce their authority for the statement.

* * *

It is ample time to adjust this matter, and a little attention and discussion in the press may bring forth some statements that will be of value.

* * *

That we have made a serious blunder and rendered a comparison of records impossible is apparent to all, and the subject will be given the earliest attention of the racing board. There will be another meeting of the Board of Officers before the racing begins in earnest and the measurement could be altered, before many

more records are made on such a very liberal basis.

* * *

The rooms of the Citizen's Club at 2 East 60th street, have assumed a cheerful appearance, and the House Committee are working like beavers in their efforts to supply the many little comforts that keep the fraternal feeling warm within, while without, the cold wintry blasts dampen even the ardor of the most enthusiastic.

* * *

Captain Pitman in a recent article sounds the call for small wheels, and none too soon, as the season for new wheels is close at hand, and if the purchaser wants to thoroughly enjoy the next season's riding, he cannot be too careful in selecting the proper size.

* * *

We met Chief Consul L. A. W. Gullen the other evening, and questioned him in regard to condition of League matters. Mr. Gullen then informed us that probably in the latter part of January, or perhaps the commencement of the riding season, that a meeting of the representatives would be held in New York, and then perhaps pass rules or perhaps an organization would be effected. At present he was too busy to attend to affairs, and the Buffalo representative, J. O. Munroe, had written through a friend that he was too busy to write, and perhaps he also could attend to League affairs. Perhaps this is a cheerful outlook for the League in New York State, and perhaps it is not. We leave the thoughtful reader to solve the riddle.

* * *

Will Mr. S. A. Marsden, of New Haven, please send us his correct address. We have written him twice, and would like to know if he received our communications.

* * *

The majority of the Kings County Wheelmen would like to have "Chic" retract the statements so freely made concerning the unity of that well-established club.

* * *

Why does the *World* announce that there will be a race meeting in the Institute in February,

for the championships, at one and ten miles? Is the League going to hold the same, or the N. A. A. A., or is some unauthorized party going to give them?

* *

We thought that the subject of championships had already been settled, and that enough had been said on the subject, but it seems not.

* *

Mr. C. E. Hawley, of the Capital Club, Washington, D. C., resigned the office of President and withdrew from all active club life, on December 2nd. He is, however, and always will be, an enthusiastic rider, and could have doubtless been re-elected to the office he has so successfully held, had he wished it.

* *

Mr. Edwin Oliver is not the "Owl" as some of our readers surmise, and it is not the custom of editors and publishers to print articles over a *nom de plume*, but over their own signatures or in the editorial columns of their journal.

* *

The Boston correspondent of the *Spirit of the Times* has often called attention to the inefficiency of the officials who presided at the Institute Race Meetings, and it certainly seems strange that more care is not taken to report the times and records that are made, more successfully.

* *

The Kings County Wheelmen have in view another of their excellent sociables, and the date for the same has been fixed for January 12th. A limited number of invitations will be issued to the neighboring clubs. The affair will be given at the rooms of the Brooklyn Bicycle Company.

* *

The annual visit of Vick's Floral Guide is always welcome. Printed on the best of paper, abounding in handsome illustrations, it certainly may claim to rank as a sample of the highest typographical art. The colored plates, three in number, are perfect gems, and we are at a loss to discover how this enterprising firm can afford to lavish so much expense in beautifying a publication for which they only ask ten cents, whilst to each of their last season's customers they actually give it as a Christmas present. As its name indicates, it is a "Guide" to the proper treatment and culture of all kinds of flowers and vegetables, each description being accompanied by an illustration of the particular plant or vegetable referred to. We should advise all who are interested in gardening, whether for the pleasure obtained from raising flowers, or for the more practical occupation of raising vegetables, to send to JAMES VICK, Rochester, N. Y., for a copy of this most instructive work. The publisher claims that "VICK'S SEEDS are the best in the world," and we have no doubt, "the world" endorses the claim.

* *

The Manhattans live only in the sweet remembrances of the past, as their formal disbandment

took place a few evenings since, and several of its former and most efficient members are already to be found in the ranks of the Citizens.—*Courier*.

* *

In connection with the proposed races at the Institute, we would say that as the building cannot be made comfortable by heating, and several other difficulties prevented making the affair successful, the project has been abandoned for the present.

CORRESPONDENCE.

Editor of the Wheel: Thinking it might interest some of the readers of your paper, I beg to inclose a copy of a letter received by me from Mr. Jas. Jourdan, Police Com'r. of Brooklyn, in reply to one written by me, requesting to be enlightened as to his intentions regarding bicycle riding on Sundays under the operation of the Penal Code which took effect Dec. 1, 1882.

I shall be pleased to keep you informed about the doings of our club, but as we have no headquarters as yet, and are riding very little, there is not much to communicate. We shall have a meeting the latter part of this month or early in January, when we will decide about badge device and uniform.

Truly yours, S. W. BALDWIN, Sec'y,
Long Island Wheelmen.

[Copy.]

OFFICE OF THE
COMMISSIONER OF POLICE AND EXCISE
OF THE CITY OF BROOKLYN,
MUNICIPAL DEPARTMENT BUILDING.
BROOKLYN, Dec. 7th, 1882.

S. W. BALDWIN, ESQ.

DEAR SIR:—In reply to your note of the 6th inst., I am requested by the Commissioner of Police and Excise to state that it is not his intention to interfere with vehicles on our public streets, and as bicycles are recognized under the law as vehicles, his decision will apply in your case.

Very respectfully,
(signed) E. L. LANGFORD,
Chief Clerk.

Editor of the Wheel: Having two days at my disposal, I arranged to have a ride in the country deciding upon Orange County, some sixty miles from New York; as fine hard roads, steep hills, and splendid scenery (not excepting the fair sex, of which that county is justly proud), were sufficient inducement to tempt any bicyclist that distance from home, for a spin. Friday morning, however, opened rainy—the clouds had been in some manner offended and poured their indignation in torrents upon our heads and homes below. I had decided to go rain or shine—and an express train carried us "my wheel and I" into the Goshen depot about ten A. M. when I found to my delight, the roads nearly dry, and old Sol doing his utmost, to complete the good work. On the train I was met with the usual number of the "curious." Of course, after riding

around Goshen awhile—many had learned that I had ridden from New York, a distance of sixty miles in two hours and a half—and I know not to which I am indebted for my good fortune in that place—the "wiry steed," or the "Manhattan uniform" but many were the invitations to dine, one of which I accepted, coming from one of the fairest of the fair. After dinner two others, whom I had never met before, invited me to ride, they mounted each a noble animal, and I the more noble steed, the "Harvard." They allowed me to ride on their right, and we spent several hours riding quietly and racing occasionally, much to the amusement of the citizens of the village, among whom, be it to their credit the wheel is very popular. Invited by the leading physician of the place to spend the night, I accepted very gratefully, and the evening was very delightfully passed in music and games. Upon retiring, I informed my genial host of my plan, to start quite early for Middletown (eight miles distant). In fact before they would think of rising in the morning and thanking them for their hospitality, wished them good evening and retired highly pleased with the first days' experience. Five o'clock the following morning I tried to find the keys of the door which the ladies had thoughtfully hidden that I might not so easily escape. "Not yet in the market," I shouldered my "wheel" and passing through the dining-room, kitchen—down the back stairs, found an exit through the cellar and was halfway to Middletown in a very few minutes, but was again interrupted in a continuous passage, by two young ladies, who had the presence of mind to call me and ask, would I form one of their party at breakfast? Of course, a true bicyclist never will refuse to grant a lady any favor in his power to bestow. After breakfast, while explaining the merits of the "wheel," a band was heard playing just below the hill, wishing the ladies good-morning, and mounting my steed, I dashed down the hill, where stood several wagons, the occupants paying tribute to the dead in a churchyard near by; riding into the open gate, my gong sounded a lusty "clear the way," when I discovered they were at prayer—notwithstanding a few were looking at me with open eyes and contracted brows. I rode back very quickly and waited in the road, until the services were over, when I fell in the rear of the procession, and rode very rapidly, and with much hilarity, until the city of Middletown came in view, where, as if struck dumb, all were silent, we all assumed a very injured and mournful appearance, the band played the funeral march, and we entered the city very slowly and with much solemnity. Everybody from far and near, had assembled to see the circus then due. I was not accepted by the crowd as a mourner, may be my face was not quite long enough, but somebody said I belonged to the circus, that settled it. A rumor was rife that the elephant had fallen through a bridge, and when I dismounted I was quickly surrounded by an excited crowd demanding information of the circus, the elephant and when they would arrive. To make matters worse, a lovely Miss of sweet 16 rushed madly into the crowd and kissed

me. It was my sister, who was not aware of my arrival, and whom I had not seen in a month or more. That was enough, my sister being a niece of Senator M—— was, of course, well known to all the people, who spread the story like wild-fire. Miss C—— had flirted with a circus actor. We found refuge in the shadow of a church, until the circus came along and with it the crowd, but my "wheel" seemed to afford more attraction than the circus to many, and having but little courage to be seen conversing with a member of the "ring" asked my sister questions, so well known to every cyclist as to need no repetition here. In order to carry out the joke, I had to ride a short distance, in and around the circus and when the people learned the fact that I was really an outsider only out on a lark presented me with a pass to the circus, with the modest request "Would I take the children?" So I wandered into the tent with a dozen children on either side, each pulling me in a different direction as a different animal pleased their infantile minds. After the performance and a good supper, with pleasant company to the train, I returned to New York a happy and much amused bicyclist, much improved in health and spirits, with a full conviction that the "Wheel" is necessary to a man's happiness more necessary than a wife, and if others will only take such a trip ready for fun, and with love of adventure, they will find this is the true way of spending a day or more, when convenient to leave their business.

Fraternally Yours,

C.

PHILADELPHIA, Dec. 16, 1882.

Editor of the Wheel:—Cold weather, very cold weather in Philadelphia, consequently very little riding done, except by cranks like Mony Delbert of "Germantown" his machine has two cranks I believe, unless said Mony has invested in the "star" or the several stars he inspected last night;—he was on his back you know on the ice in the middle of the Fairmount Park lake. Well as I was going to remark, there is lots of ice in Philadelphia. Not the Maine article, imported under tariff regulations, but native, real genuine native,—natural deduction, there must be skating in the "Quaker city." So there is, and Pennsey had her first Club "Skate," Friday evening the 15th. How many Pennsylvanians showed up you will say, why a good round dozen, and some among them just as good on the keen and cutting runner, as they are on the whirling wheel. Twelve men was not a bad number to have out on a six hours notice, and at eight o'clock p. m. the Fairmount Park lake presented a lively appearance, with kneebreeched skaters holding aloft flaming brands, indeed some ambitious rollers mounted two, one between their front grinders, under the semblance of a "Henry Clay;" while in many cases, the green and red lights of "Kings of the road" swung over the flashing runners of the "Ice Kings" and the great Medusa eye of the "Monarch" shed its bright beams across the path of the "Experts" mounted for the time being on "American Clubs."

If I mistake not this is the first time that a regular club skate has been called in Philadelphia by a bicycle club, and as far as "Pennsey" is concerned, the idea has been such a success, a fortuitous one no doubt, but still a success, that the programme will be repeated whenever Jack Frost gives the opportunity. I do not know whether our Hubbite brethren indulge in this plan of letting their wheels slide during cold weather, while the rider skates, but the idea of club skating parties appears to me an excellent one for keeping up the interest and sociability of a club, bicycle or any other. Our Eastern and Northern friends, seem to indulge more freely in social gatherings during the winter months, than we do in this quarter of the bicycling community. Who is to break the ice? "Jerusalem" says "Pennsey" "don't talk like that, we want another skate." NINON NECKAR.

Editor of the Wheel.

A thought, in fact two or three of them—struck me as I finished reading my copy of the WHEEL a week or two ago, and at the risk of being considered impertinent I give them. To begin with, this quarrel between the Boston and Massachusetts Bicycle Clubs, is getting monotonous—they are influential and wide-awake clubs, not a doubt of it, but wheelmen outside the charmed circle are tired of having it forced down their throats with every issue of our wheel papers, not only that, but it is brought into the last place to go—and that is, the L. A. W. and to its injury.

We, the great unwashed, have had our fill, and wish the quarrel to stay where it belongs, in Boston among the select few who enjoy it.

Again, why can't you Editors let by-gones be by-gones—there's room enough for both the WHEEL and the *World*—and not be eternally abusing each other; it takes up space that could be filled to much better advantage and with more interesting articles—that is, by inquiring among your subscribers I think you will find it so.

Let us have articles and discussions on our steeds—its and our needs, and what can be done towards improvement—these things used to be the style and as every year brings new ideas and riders, we want to hear of and about them, that is, it seems to me so.

Again, there's the question of riding suits, which I as a three year rider have as yet failed to solve satisfactorily—but one conclusion I have come to, is this—the tailor who next makes a bicycle suit for me, makes it as I want it, not as he thinks it ought to be done. None but a rider knows his needs—and he does not always.

You speak of the Ixion's suit as being the thing—please give us particulars as to make, lining &c.

Our old friend "Geesee" has fallen into your clutches I see. He's a good fellow, though he did shy a brick at me in the last *World*. Never mind, he'll never get left while there is any fair lady to smile upon—if he does in a road race.

Can a club run, be called a run when only one is in at the finish? I have my "doots" and should like to have them solved. We are snowed up in this region, and I consider myself a badly used individual by the fact that last year I wheeled until Dec. 31, this season my wheel went into its box stall about the middle of November.

I should like to hear something of the comparative merits of the "year." "American Sanspariel" and the "Expert"—which is *the* one. With me I would be "satisfied with either if tother dear charmer were away"—with a leaning towards the "Sanspariel"—though I have no chance for a personal examination. Brother wheelmen please enlighten

"869."

Haverhill, Mass.

Dec. 18, 1881.

What the Owl Would Like to Know.

Why the remaining members do not send in their little two dollars and a half and subscribe for the Wheelman and Wheel, under their combination offer as did Pitman and Peoli.

Whether T. Hunt will wear as pleasant a smile three months from now as at present.

Why everybody accuses Oliver of being the "Owl."

Why the "regular boarders" at "August's" caused him to retire with a fortune? Answers are in order from "Fonty" and "Second Place."

Why Charlie Howard isn't a bicyclist any more?

Who would win in a ten-mile scratch race between Woodside, Hendee, and Place?

Why Oliver will persist in going to Boston and then come back and narrate to me his royal treatment there, until I am almost tempted to change my roost from Central Park to Boston Common.

Whether there was ever such another place as Boston, and such bicyclers as are there?

Who has seen the card published in some of the sporting papers, in which much abused Fullerton is defended against the attacks of "chicory chic?" Never mind Frankie, they shan't say you haven't got any defender as long as the "Owl" is allowed to continue making his fortune through quill pushing for the "WHEEL."

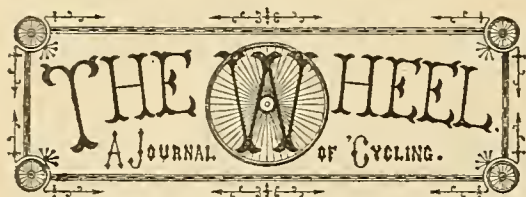
Whether the "Owl" will get an invitation to that reception of the "Pequonnock Wheel Club" at Bridgeport?

Why the B. T. C. don't get more such men as "Dot," "Doc," and the "President?"

Whether the Pequonnock's haven't got a "soft snap" with Sumner in the county clerk's office?

When will the "Owl" be able to accept Papa Weston's invitation and be able to sit down at the Saturday night chop at the Bostons?

Whether "Nabalos" of Cleveland, don't agree with the "Owl" in calling Place a thoroughbred?



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FRED. JENKINS, - - - Editor.
EDWIN OLIVER, - - - Business Manager.
CHAS. E. PRATT, - Editorial Contributor.

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TO CORRESPONDENTS.

Contributors and correspondents will please separate general correspondence to the editor from matter intended for publication. Always sign (confidentially) full name and address with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Saturday morning at the latest. Address Fred. Jenkins, Editor of THE WHEEL, Box 444, New York.

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

TO OUR READERS WHO ARE NOT SUBSCRIBERS.

Although we have been connected, in one way and another, with the newspaper interest for some time, we are constrained to say that our experience acquaints us with no class where individuals give as little substantial support as do bicyclers. With twenty thousand active riders in the United States, one would expect, and justly, an active support for the three publications which have devoted themselves exclusively to the cause. Take the *Wheelman*, to which there is no superior on either side of the Atlantic, and their subscription list is nothing like what it should be. Brother McClure, to be sure, feels greatly encouraged that the magazine is as well supported as it is, and we also are surprised, judging from a past experience; but when a magazine of the literary and artistic excellence of the *Wheelman* is launched forth upon the troublesome sea of bicycling journalism, it should be pecuniarily appreciated by every man. With our newsy and esteemed contemporary, the *Bicycling World*, we imagine that the balance foots up on the wrong side of the profit

and loss account at the end of the year. Now, why is this? It cannot be because the 'cyclers' cannot afford it, for where can be found a wealthier class? It is simply to our shame, be it told, because they are grossly careless, and are ready and willing to take for nothing that which ought to be paid for. It is not an unfrequent occurrence for well-to-do young men to come to the office of THE WHEEL, borrow a copy, and deliberately read it through from beginning to end, and then, perhaps, take up a file of the *World* and become equally well posted on Boston news. Though the car-fare to and from the office may have been twenty cents, planking down a dollar and a half does not seem to them economical. We have heard these same young men congratulate themselves that the high price of bicycles excludes the workingman from their ranks. These same workingmen, however, have made their various trades papers properties beneficial to themselves and publishers. The inference is apparent. By an arrangement with the *Wheelman* Company, we have been enabled to offer the *Wheelman* and WHEEL for two dollars and a half yearly, and we sincerely trust that this offer will receive a large and ready response.

THE AMATEUR RULE.

We notice in the *Wheelman* for December, an editorial on "What Constitutes a Professional?" which deserves notice, from the fact that it is a discussion of the question which reaches below the surface. With some of its deductions, we agree; some of its sentences are exceedingly well turned. For instance: "There are thus two classes formed—those who sport to live, and those who live to sport. The former are amateurs, the latter professionals." This is certainly a very terse way of expressing the principle, and is as nearly correct as any simple statement probably which could be made.

The editor is right, as we think, in his pertinent remark concerning the rule as recently amended by the officers of the L. A. W. He says: "The rule, as it now stands, makes such teachers as devote their entire time to bicycling professionals—that is, a man who earns his

livelihood by working and teaching in a bicycle rink is a professional." It is well that attention should be called to this fact. We should even go a little further, and that man who earns his livelihood, or any considerable part of it by teaching bicycling anywhere, whether in a rink, on a track, or anywhere else, is a professional, under the correct construction of the rule, as it stands.

We cannot, however, at present, agree with his next remark, that "we believe that even this restriction is unjust, and founded on a vicious principle." It is true that the whole matter of distinction between amateur and professional in athletics is, so to speak, an artificial or purely conventional matter. In yachting, in archery, and in several other pastimes, there has been no such distinction observed anywhere; and as we are informed, there has not been any such distinction made even in athletics in France, and some other countries. Historically speaking, we believe that the discrimination between amateurs and professionals in athletics is of English origin, and that the example has been copied from England rather than followed from the necessities of the conditions existing elsewhere, or from any very sound principle involved. At the same time we do not think it proper to question the wisdom of the existing amateur rules in athletic clubs and associations, and in bicycling.

We believe that the amateur rule differing somewhat in phraseology in the different associations, is substantially the same in all, and that the rule, as amended, of the L. A. W., is substantially in accord with that of the National Association of Amateur Athletes, and with those of the B. U. and B. T. C.

We deprecate, therefore, the attempts which recently have been made out of haste and inconsiderateness, probably, to disparage the L. A. W., and to create an impression that its members had no guaranty of amateurship which would pass current with the other associations referred to.

SOCIABILITY IN CLUBS.

The interest in any organization is liable to die out unless its pursuits can

be carried on at all seasons of the year, and the problem before all enthusiastic club members, at the approach of winter, is to hit upon some plan of keeping the men together during the long and cold months when snow either covers the ground, or the air is so cold as to render bicycling a practical impossibility. A capital plan, in the shape of a "chop club," emanated from the fertile brain of "Papa Weston," and has been carried out with the usual spirit and dash of the Boston Club. This "chop club" numbers about twenty-five, and meets Saturday evenings, when about thirty pounds of mutton chops are chopped into hash by the grinders of the twenty-five chop-loving Bostonians, and disappear. It was the writer's good fortune, a few evenings since, to be present at one of these novel gatherings. Seated between the genial Captain Hodges and the wit-loving "London W.," he had every courtesy shown him, so that it was his own fault had he not enjoyed himself. But he did. How could it be otherwise, with "Papa Weston," purveyor of the club, at one end of the table, and President Pratt at the other? The clatter of changing dishes, and the din of gnashing teeth, could not obscure the thrusts of Harry R.; in fact, he seemed to devote himself to licking other people's chops, especially those of friend "Happy." Fun was general, and the writer cannot recall a pleasanter two hours in his 'cycling experience. Now devices of this kind do not fall within the facilities of most clubs; but that should only serve to whet the inventive faculties into greater exertion. Have two or three dinners instead of one annual; introduce the literary element, or adopt some means of cementing the pleasant associations of the summer and fall, and, next spring, as many clubs at least as went into winter quarters, will be the gratifying result.

WHEEL RACES

Sport on the Pacific Coast.

Thanksgiving Day, fortunately for those interested in out-door sports, proved to be pleasant, and the games at the grounds of the Olympic Athletic Club in Oakland were witnessed by a good number of spectators. The bicyclers were represented in two events, a one-mile race

against time, and a one-mile scratch race. In the first event H. C. Finkler undertook to beat the Pacific Coast record, 3.15½, made by H. C. Eggers one year ago on the mile track at the Bay District Park. This he failed to do, partly from lack of condition, but principally on account of the heavy track, which had not dried out since the previous rains. His time for the full mile was 3.24½. The scratch race brought out the starters W. F. Fisher, G. R. Butler and Edwin Mohrig. At pistol fire Butler made a good start and took the lead, increasing it for the first two laps to about a dozen yards. In the next lap both Fisher and Mohrig drew up to him, and at the beginning of the fourth lap Fisher went to the front with a rush. The three kept close company during this lap, Butler making renewed efforts to again pass Fisher, lapping his wheel but not succeeding in heading him. Coming down the home-stretch in the last lap Butler made a final effort and drew up to within a yard or two of Fisher, who crossed the line in 3.33. Mohrig showed symptoms of tiring in the fourth lap and finally gave up about the middle of the fifth without finishing. It is only fair to say, that owing to the previous unfavorable weather, none of the riders had been in practice and they were consequently not in good condition.—*Breeder and Sportsman.*

RACING AT THE HUB.

(BY TELEGRAPH TO THE WHEEL.)

BOSTON, December 18, 1882.

The second race between John S. Prince the professional champion of America, and Lewis T. Frye, formerly the League champion, was held to-night at the Institute Fair building for a silver cup valued at \$100. It will be remembered that when Frye raced Prince on Thanksgiving Day, he received twenty seconds start, and came in ahead by almost half a length of his wheel. When it was announced that he would again race Prince but from scratch, it was then stated that it would settle the question as to the doubtfulness of Frye's former victory. Both men toed the mark in fine condition, Prince especially showing an improvement over his form at the last race, having evidently worked hard during the last two weeks to get in suitable condition. The race was exceedingly interesting, and at no time were the men more than three lengths apart. The first record lowered was that at three miles; the time being for the distance 9m. 41½s, beating the best professional record by 31½s. Frye was at that time leading. At the end of the fourth mile, Prince crossed the line in front in 12m. 59¾s., which is 1¾s. ahead of the best professional record made by Prince at the Institute, May 25th, 1882, in his race with Armaindo. From there on the pace was not so fast, but the record for the distance of ten miles was beaten by both men. Prince being the winner in 32m. 44s. which is 12¼s. ahead of the best ten mile record. Frye's time was announced as 32m. 44½s.

[It must be remembered in considering these records that the track had been measured three

feet from a six inch curb, and being on a smooth board floor, the total distance must have been shortened materially.—ED.]

The following are the times of each riders for every mile, and also the best previous professional record.

Miles	Prince.		Frye.		Best previous professional record.	
	M.	S.	M.	S.	M.	S.
1....	3	13¾	3	14	3	09½
2....	6	27	6	27	6	24¾
3....	9	42	9	41½	9	45
4....	12	59¾	13	00	13	01½
5....	16	19¾	16	19½	16	14½
6....	19	35¾	19	35½	19	35½
7....	22	57	22	57¾	22	54½
8....	26	17¾	26	17½	26	14¾
9....	29	37½	29	37¾	29	33¾
10....	32	44	32	44½	32	56½

Prince was mounted on a new 53½ in. Columbia Racer, while Frye towered above him on a 58½ in. Vale, both the same weight.

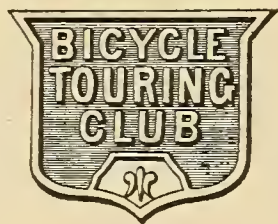
There was also a two-mile amateur race in heats, best two in three. A gold medal was offered as first prize and silver to second. The entries were E. Burnham, H. Carr, W. M. Woodside, J. Q. Hatch and H. M. Saben. Burnham started off with the lead closely followed by Carr, with Woodside third, the others having withdrawn. At the end of the second lap, Woodside passed to the front and held the lead until the last lap, when Burnham spurred and won by about 15 yards in 6, 53½s., Woodside second in 6, 56½s.

In the second heat, only Woodside and Burnham started, Carr having withdrawn. Burnham got a fine start, and Woodside was rather slow in getting away. The former was able to maintain his lead, and won by about ten yards in 6, 54½s., Woodside's time being 6 m. 56½s. for the distance.

In justice to Woodside, it must be said that he had not mounted a machine for two months, and only came on to the races as a spectator, and was not at all prepared to ride, but was induced to enter at the last moment, and without any training. This added to the fact of using a strange machine accounts for this defeat.

In the mile straightaway for those who had never won a prize, there were six entries, and the following five started: C. D. Haven of Brookline, W. P. Haskell of Boston, H. M. Saben of Newton, A. B. Jenks of Brockton, and T. C. Coleman of East Boston. Coleman set the pace for the first lap when Haskell went to the front, maintaining the lead for two laps, when Saben passed him in the last lap and won easily in 3m. 21½s., Haven second. The races were a great improvement over the last in promptness, and accuracy of timing. The officials were as follows:

Referee, Mr. Eugene E. Merrill; judges, Messrs. J. S. Dean and C. R. Percival; timers, R. P. Ahl, C. A. Walker, Jr., and F. B. Carpenter; starter, F. W. Weston; scorers, H. Corey of Boston and F. S. Rollinson of New York; clerks of the courses, James R. Underwood of Dorchester and Arthur L. Atkins of Boston.



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L. A. W.

A LETTER

ADDRESSED TO MASSACHUSETTS WHEELMEN WHO ARE NOT LEAGUE MEMBERS.

Gentlemen:—The touring season for 1882 is ended, and the undersigned take this occasion to review briefly the recent history and present outlook of L. A. W. matters, especially such as concern more directly the wheelmen of Massachusetts. In now advocating the claims of the only organized cycling fraternity of America, we are enabled to commend its merits to your attention with more confidence than ever before. The aims and objects of the League have always been praised, and since, under the present system, there is every assurance of a hopeful future for the enterprise, it is entitled to your unreserved sanction and support. Much has been said, and with more or less justice, in criticism of the League's management, but each year is bound to add a valuable experience and consequent proficiency in conducting a somewhat difficult work. This year a new regime is in active operation, and by enabling each State to control its own affairs, the business of the League is more easily handled, and its benefits are becoming correspondingly apparent. The chief objection that has hitherto been urged against the policy of the League is now fully met by bringing its duties and privileges within the reach of individual members, besides supplying advantageous methods for concerted action.

The Massachusetts Division was organized 21 October, under the most promising auspices, and invites your co-operation in the work that is laid out for the coming year. Its officers are sparing no effort to advance the interests of Massachusetts wheelmen by improving touring facilities throughout the State and arranging numerous meets, runs and races, to enliven the riding season. The forty consuls already selected are men of known ability and enthusiasm, and with additional appointments, another year will find an active League representative in nearly every Massachusetts town where wheelmen reside. The preparation of road maps and posting of guide boards are to be important

features in next season's work. The Massachusetts Division is emphatically a non-partisan body, designed to unite the League members of the State in securing the highest results of intelligent and harmonious action. No party dissensions which may vex the fraternity at large need invade this camp, for our immediate local interests will suffice to engross our attention.

The League of American Wheelmen demands your support as the recognized bicycling institution of this nation. The Massachusetts Division summons you to join in its undertakings since you will naturally enjoy a share of its benefits. Your countenance and your dollars are essential to the complete success of the State department, which is destined to become a useful ally in the common cause. Do not wait for a new League year to begin (1 June 1883), but apply immediately to Corresponding Secretary Sholes, as directed in the L. A. W. column of this paper.

Every League member in the State is likewise a member of the Massachusetts Division, and entitled to all its privileges. The same entrance fee (\$1.00) covers membership in both National and State bodies. Correspondence in relation to the business of the L. A. W., or Massachusetts Division, may be addressed to the Division secretary, who will also furnish blank applications for membership when desired. Special inquiries will receive prompt attention from members of the executive board or local consuls. Fraternally.

FRED. S. PRATT, *Worcester, Chief Consul*,
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A. J. PHILBRICK, *Salem*,
M. D. CURRIER, *Lawrence*,
EDW. K. HILL, *Worcester*,
L. A. W. Representatives and Massachusetts

Executive Board.

F. P. KENDALL,
Secretary Massachusetts Division,
Box 889, Worcester, Mass.



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TO LEAGUE MEMBERS:

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

Representatives and Consuls.

The League now calls upon you to come to the assistance of your Chief Consuls throughout the States and Canada most of whom have already received complete lists of all members within their respective sections. Any Representative finding his Chief unsupplied or in the least lukewarm, will confer a favor upon us by stirring him up to the importance of the move in which we are at present engaged.

Every member of the League should make it a matter of personal interest to retain within the ranks all whose names now stand upon our books and at the same time be as active as one can consistently in the bringing in of recruits.

In every State, county, city, ward or town, where there is a League member let him spend a few moments in thought as to whether or not he has a fellow Leaguer, and if so, has he paid his dues for 1882-3; it will do no harm to ask him, for in case he has paid up in full he will feel proud to acknowledge it and if not just the information sought has been learned and he will upon personal solicitation gladly contribute his mite which will in connection with the many coming in from all quarters create a *mighty mite* which will so gladden the hearts of all actively interested in our welfare so as to permit us to enter the field of practical usefulness in the early spring with feelings of assured success sustained as we shall be by well filled coffers.

Let us have either a revival or a general conflagration of the driftwood about us either of which will prove a benefit: the former to quicken our energies, the latter to purify our records. Our organization calls for no defense. The officers have done what has appeared wise and proper with the funds at command: mistakes have been made we know, but experience is an excellent teacher, if we will but heed her instructions and what society or branch of business has not been called upon to lay out its means in this direction sometimes, yea often most lavishly.

We have, also too frequently, read and heard bitter sarcasms aimed at the L. A. W. and at best we have simply stood upon our defense; this course must be *forever abandoned* and in its place let us adopt a system of active aggression.

We are now well and firmly organized and if we will but awake we will discover that we are far stronger than we have ever dreamed or imagined. An organization that will sustain such oft repeated attacks for years as ours has done and yet present so sound and invincible a front to its opponents is well worthy our support.

We hope that this appeal will in some manner reach every bicyclist of this country and call forth from him his hearty approval. Let us first of all rally under the banner of our own National Union and then aid all others as our benevolence may guide, entertaining the same feelings as one

does who sends his money to China, Africa or India in aid of their Missionary Societies.

Vours Fraternally, W. V. GILMAN,
Treasurer.

Nashua, N. H. Dec. 16, 1881.

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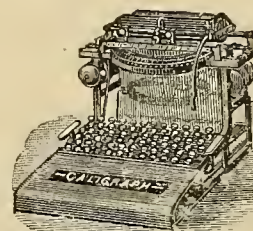
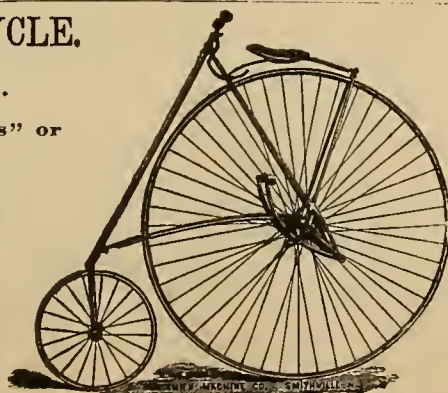
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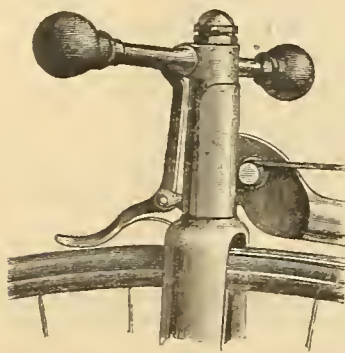
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