

# THE WHEEL

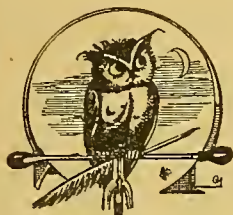
## A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN AND THE CYCLIST TOURING CLUB OF AMERICA.

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Dr. Coleman, of Canandaigua, after being the guest of the Ixions at their Road Race Dinner, proceeded to attend to business by calling upon Mr. Graves, Chairman of the L. A. W. State R. R. Com. He afterwards told me that this committee was thoroughly alive, despite the name of its chairman suggesting the contrary.

The "K. C. W.'s" are out with an invitation for the metropolitan clubs to join them in a moonlight run and parade through Prospect Park on the 15th, in celebration of the closing of the riding for the season of 1883. The idea is excellent, and should meet a prompt response.

The Ixions intend before the coming moonlight nights are past, to endeavor to make the record for long distance club runs in this State.

The Conn. Club, not to be outdone by their neighbors, now project an exhibition of riding, drill dance, etc., to be held before the close of this month. With such a club, success is an insured fact before the event transpires.

I am in receipt of an excellent panel photo of Pres. Ducker, which is a credit to him, in being a truthful likeness, and is deserving of the highest praise as a specimen of art in photography.

Now lives the turkey in sweet security and gluttony, little thinking of the important part he will have to play before some hungry cyclist on Thanksgiving Day.

Did you ever notice the neck and neck race the Bugler and the Captain are running on the cover of THE WHEELMAN, and how easily the Bugler, even while sounding his instrument, is leaving the Captain in the lurch?

I see an Eastern firm are advertising a "bicycle rifle." To meet the requirements of the average cyclist, this weapon must be warranted to kill on long range all savage dogs, troublesome small boys, and "own-the-whole-road" horsemen, but must be so

constructed as not to cause the cyclist who carries it to take a dose of the same medicine, when he unexpectedly goes over the handles to closer inspect the roadway.

A cabby in London has his vehicle lit by an incandescent electric light. The friction of the conveyance while in motion generating the electricity, and storing it in accumulators until needed. Why do not some of our inventors take this hint and construct for cycling purposes something similar? Less progression has taken place in the matter of lamps, than in any other branch of fixtures to a machine, and in no direction is improvement more needed than in this.

To demonstrate how far wrong in the beginning even our best informed authorities were regarding the equipment of a machine, reference to an old circular of Cunningham, Heath & Co., dated Dec., 1877, will clearly show in the following passage: "that machines of 52 inches and upwards should have *two steps, one on each side*, and one higher than the other."

*Scene:* Wednesday morning at a meeting of the Board of Park Commissioners: "The Secretary's voice issuing from a gorgeous brass-buttoned uniform, recites a petition for the removal of the present restrictions on bicycle riding on the Riverside drive:

"There'll surely be a terrible accident," cries President Olliffe, "if the restriction is withdrawn. People who drive look with disfavor on the bicycle."

"Pooh! Nonsense. You'd better withdraw your objection," suggested our friend Commissioner Viele.

"Yes—Yes. I'm satisfied to let bicycling go on at all times," remarked Commissioner Wales.

"I vote no," said President Olliffe, with crushing emphasis.

"Three to one—carried," said the voice in the uniform, and it was so recorded.

The Khan of Tartary, after a visit to England, returned to his native land full of anglicized ideas. Prominent among these was his determination to introduce cycling among his knighted subjects. With this idea he purchased a "Sociable" and had it shipped to his distant kingdom. Nothing more was heard from either until an English acquaintance of the Khan paid him a visit, and, in the course of conversation, referred to the matter, when the Khan in the most perfect drawl replied, "Well I 'Kahn't ride the blawsted thing alone, you know, and my wives won't aid me

in doing so, because they are all such 'Tartars' you know," which reply and pun settled further questioning.

### THE RACING HISTORY OF 1883.

Now that the racing season is over, I will attempt to pass over, in a species of recapitulation, the work accomplished by our amateur riders on the race-course.

Beyond a doubt the season that has but closed has been the most successful ever known in this country, and, considering that we are rather young at the business, we have ample cause to, and excuse for, being a little conceited and egotistical on the subject of our racing men. Only to consider the difference in the records of last year and this, and the reader will readily see that the record table demonstrates the wonderful difference better than I can portray it by words.

At the close of the racing season, last year, the records stood as follows: 1 mile, 2:54¾; 2 miles, 6:14; 3 miles, 9:41½; 5 miles, 15:47¾; 10 miles, 33:34; 20 miles, 1:15:4. Jimmy Crimps!! (excuse me if I get excited), what would 2:54¾ amount to now? Why four men beat that at Springfield in one race. Six fourteen is now slow for the second mile of a five-mile race. Nine forty-one is literally no where. Fifteen forty-seven is but fair riding. Any good man can do thirty-three, thirty-four, and half a dozen men probably beat 1:7 for the twenty miles in the 25-mile race at Springfield. Competition is the life of trade, and honest competition has been a great factor in helping our young fliers to hold our own against England's racers.

The season opened very poorly, so much so, that I cannot record a single event of importance till June 2d, at the championship Athletic meeting held by the National Association of Amateur Athletes of America. Here Geo. M. Hendee, of Springfield, easily won the 1-mile championship of the L. A. W., in 3 m. 36 2-5 s., and the 2 mile championship of America in 6 m. 47 1 5 s.; C. A. Reed, of New York, second in 6 m. 52 4-5 s.; R. G. Rood, of New York, won the five mile championship in 17 m. 37 3-5 s. The times would have been much faster had the track been larger than 1-5 mile in circumference.

From that time till July 4th, first-class bicycling was under the cloud, probably because of the poor tracks the riders had to be contented with. Springfield celebrated Independence day by a race meeting. C. S. Fisk, of Springfield, displayed what stuff he was composed of by winning the mile race



in 3m., 13¼s. W. C. Palmer of New Haven carried off the 2 mile race in 6m., 44s.

Again notable racing became scarce, and not till the 18th of September did the times begin to be fast. At the great and memorable meeting of the Springfield Bicycle Club records were made that are fit to rank with anything short of Cortis' and Falconer's records on English soil.

A. B. Prince of Pittsfield Mass. led off with a mile limited to 3.20 men, in 3m., 54.5s. Geo. M. Hendee won the ten mile championship after a sharp struggle with Robinson, Cory and a few others; time, 33m., 43 1-5s., slow on account of the wind. A. H. Robinson, of England, won the half mile scratch race in 1m., 25s.; E. P. Burnham, of Newton, Mass., won the 2 mile handicap race in 6m., 4s., best on record; C. S. Fisk taking second in 6m., 16 1-5s.; Hendee failed to lower the record of the 2 mile club race, doing 6m., 17s.

On the following day, Sept. 19th, Burt Pressy won the mile race, without hands, in the remarkable time of 3m., 11s. Robinson lowered the two mile record to 6m., 2s. H. D. Cory taking second in 6m., 3 1-5s. Burnham won 10 mile handicap in 32 m., 13 2-5s. C. H. Chickering taking second in 32m., 48 4-5s. In the "tug of war" race, Hendee won in 6m., 2 3-5s. Corey second in 6m., 3 2-5s. Hendee won the 20 mile race from Midgley after a hard struggle in 67m., 32s. The one mile scratch race was won by H. D. Cory, of Newton, Mass., in the fastest time on record; 2m., 51 4-5s.; A. H. Robinson second in 2m., 52s.

C. S. Fisk won the 5 mile handicap in 15 m., 54 3-5s. Chas. Frazier, of Smithville, N. J., taking second on a Star, in 15m., 45s., best on record.

The long struggle of the 25 mile race came to conclusion by Frazier finishing first in 83m., 10s. Robinson 83m. 12s.; but as the judges decided that Frazier ran across Robinson's bows, the Englishman was given the prize and championship.

The Consolation race was won by A. Dolph, of London, Ohio, in 3 m. 4 s. J. J. Pekin, of Boston, taking second in 3 m. 4 s. At the conclusion of the games, Corey rode an exhibition 10 mile against time in 31 m. 3-5 s., and succeeded in lowering the record.

On Oct. 10th., the New Haven Bicycle Club held a race meeting. R. F. Way led off the contests, with a mile in 3 m. 3 s. L. B. Hamilton, of Yale College, won the New Haven Club Championship, passing the first mile in 3 m. 6¾ s., and won easily. The one mile scratch race was the event of the day, Hendee and Frazier having a terrific race, the former winning in 2 m. 50 s., the latter ¾ of a second in the rear. Again the two cracks were brought together in the 5 mile scratch race, Hendee winning in 15 m. 26¾ s., fastest American record. W. C. Palmer and R. F. Way had a tussle for the State championship for three miles, making a splendid race and fastest on record in America; Palmer winning in 9 m. 17 s., and Way but 2 seconds behind. Burnham carried off the honors in the ten mile handicap by not only winning, but beating the record besides; his time being 31 m. 32½ s.

Racing then became stagnant till Robinson challenged Hendee for a 10-mile race. The contest came off at Springfield on Oct. 27, when Hendee won a hard race in 39 m. 12s. against a severe wind and on a poor track.

The racing season was very brilliant as far as a few meetings were concerned, but the average racing was not as good as if we had more first-class tracks to race on.

With superior race courses there is no reason why we should not hold our heads among the best riders of England. I hope next fall to be able to chronicle better individual and average performances than has ever been seen in this country this year.

Now, a word or two in regard to our improved riders will be pertinent to the subject, as a large number of men are worthy of having their names affixed to an article on the subject of racing and racing men.

The Springfield meet was of incalculable benefit to bicycling in developing a large number of fast men. I did not think that America possessed such a number of fast riders till the Tournament at Hampden Park opened my eyes. Corey certainly never showed such speed before, however able he may have been to do so. Frazier's name had never reached my ears before, and I do not think it was entirely ignorance on my part either. Palmer certainly did excellently, and since then has done even better. Prince has also done well, and being rather young at the business ought to improve. Chickering evidently knows how to propel the Star, and gave Burnham all the work he desired to overcome him. Way made things hum at New Haven in the novices' mile, even though he did not do much at Springfield. Ross never displayed such form till he appeared at Springfield, but the tracks at Canada are not favorable for bicycling. Fisk is quite worthy to be matched with Hendee, his club mate, in a team race with other clubs. If Pressy can ride a mile on a Star machine, without hands, in 3:11, what can he do in a race with hands? Burnham has done surprisingly well, and till the great meeting was not much known. His records are very fine. Tyler has done New Haven credit, while Dolph and Smith are not to be omitted from the category of improved men. Pettus has done well this year, and should figure among the champions of the future.

There are many more improving riders, but the number is so great that it is difficult to remember them all. I sincerely hope they will not cease to persevere in their honest endeavors to succeed, and in future hope to be able to notice twice the number I have referred to, and count the above among the list of stand-bys of the highest rank.

These are the times when only honest and faithful work will produce the champion, and he who thinks he can take his ease, must be willing to accept defeat gracefully.

A few years ago, riding under 3 minutes was considered terrific; now 5 or 6 get within the charmed circle in one race. English riders used to come over here after being unsuccessful there, expecting to win everything, and so they generally did. Do they now? Hardby! and, in a year so, I expect we will be able to our own against Britons' fastest amateur that may venture across the mill race.

MERCURY.

#### HEADERS.

The caption of this article is a most prolific source of conversation, and well it may be, for where is the bicyclist who never made a forced dismount over the handle-bar? And yet, were there no headers bicycling would be robbed of one-half its zest. There is a delightful uncertainty about the arrangement that keeps the rider's enthusiasm up to the highest notch. But for all this, the careful rider seldom takes one of these exhibition dismounts. Of course there are circumstances where the best of us have to gather ourselves up and drag our weary bones to some neighboring hospital, and send our bat-

tered steed to the repair-shop; but these are the exceptions, and have no bearing upon the rule. The great majority of "croppers" arise from careless riding, reckless riding, or a loss of nerve at a critical moment. Any one or all of these conditions may be present at a single catastrophe, and months of enforced leisure be the result of a moment of rashness. It is not, as a rule, riders of experience who get bad falls, but rather those whose introduction to the bicycle is of recent date. They do not know how much they can safely attempt, and a header is the warning that they have overstepped the bounds of their abilities. Inexperienced riders are apt to attempt too much at first, and a reaction sometimes sets in *against the bicycle*, while the fault lays in their own headlong impetuosity. A word, then, to the young rider. Go slow; don't try to get ahead too fast; and don't, as a novice, try to make a veteran believe you are an experienced rider. Good, easy riding comes from experience and practice, and gracefulness and immunity from headers from careful riding.

W. H. EEL.

#### GOOD TIME ON THE ROAD.

It was supposed that Corey's long bicycle ride would be the winding up of remarkable bicycle performances for this season, but in a couple of weeks the Hawthorne club, of Salem, astonished every one by taking nine of its members on a 100-mile run, and now Mr. Edward Burnham, of the Newton Bicycle Club, goes and rides 106 miles on the road, against the wind and other disadvantages, in 9 hours 50 minutes. It certainly seems as though there was no limit to the wonderful bicycle feats this year, and it would not be very surprising if we should hear in a few days that some one had done better than this and lowered all the English records. Our records are now nearly as good as those in England, and the prospects are that before another season has passed they will be fully as good, and perhaps even better.

Mr. Burnham started from Newton at 6:51 o'clock on last Sunday morning with the intention of trying to beat Mr. Midgely's record of 9 hours 47 minutes for 100 miles on the road. Mr. P. E. Aubin, of the same club, started with him, but before reaching Medford he fell and broke the handle-bar of his machine, so Burnham had to ride on alone. He met a number of wheelmen at different points along his route, but as none of them were able to keep pace with him, he was soon obliged to leave them, and, consequently, most of the distance was accomplished without peacemakers of any kind, which, of course, added much to the difficulty of his performance. His route was from Newton to Watertown, through Cambridge to Medford, and then by way of Malden, Saugus, Wyoming, Rockville, and Peabody to Danversport, where he arrived at 8:47 a. m. He stopped here for 16 minutes, and then continuing on through North Beverly and Wenham he reached Hamilton at 9:35 a. m. After stopping here for about 10 minutes he rode to Ipswich and thence through Rowley to Newburyport, where he remained a quarter of an hour for dinner. He started on the return from Newburyport at 11:04 a. m., and returned over the same route as far as Beverly, where he branched off and went to Salem, arriving there at 1:35 p. m. He stopped here only 7 minutes, and then resuming his ride he rode through Swampscott and Lynn to Saugus, and then over the same roads as on the outward trip to Watertown.



thence to Waltham and thence to Newton, finishing there at 4:41 p. m.. His total riding time was 9 hours and 50 minutes; time consumed in stops, 66 minutes; actual riding time, 8 hours and 35 minutes.

Mr Burnham feels confident that he could have accomplished the distance inside of nine hours, had it not been for the heavy wind which blew against him on his return from Newburyport, while on going out the wind blew scarcely any. The machine used was a 52-inch (fifty-three pounds) D. H. F. Premier, with one of the new Victor saddles. A Thompson cyclometer was used, but there can be no doubt as to the number of miles made, for the route is too well known for that, and Mr. Burnham has ample proof that he traversed the entire route.—*Globe*.

#### THE ELECTION DAY MEET.

A few fleecy clouds were lazily floating overhead on Election Day as the 9:10 train puffed away from Hoboken, with a gay party of wheelmen, who, having fulfilled their duties as citizens, were bound for a day's pleasure in a foreign land.

There were assembled the Brooklyn club, under Capt. Carl, the K. C. W., under sub-Capt. Brown, the L. I. W., under Capt. Guy, and a few unattached riders; in all numbering forty-nine. At Newark Capt. Knight and others of the Essex Wheelmen joined.

Arriving at Summit, the wheels were taken from the special car provided by the D., L. & W. officials, and the long line moved forward under the leadership of Capt. Minton and the Morristown club.

Passing through a pleasant country lying warm and bright in the November sunshine over fair roads, Madison was reached, where a halt was called and some excellent apples sampled.

Remounting and climbing a steep hill, the party pushed rapidly forward, until, turning a curve in the road, the laughing eyes and pretty faces of twenty or thirty girls, standing on the lawn of the Morristown Seminary, met our gaze. Passing with a smile and bow, the principal streets were paraded, until, dismounting at the park, the machines were stacked on the grass and left to the tender mercies of a few hundred lookers-on, while their hungry riders ascended to what seemed the banquet room of an L. A. W. meet, or a feast of the gods.

Three long tables there appeared, decked with flowers and laden with a bountiful repast, which rapidly disappeared under the hearty attacks of sixty wheelmen. At its conclusion, Capt. Minton thanked the strangers for honoring his city with such a grand array, and in turn was thanked by sub-Capt. Brown on behalf of the visitors for the hospitality and courtesy shown.

After a few pleasant remarks by Dr. J. M. Buckley, editor of the *Christian Advocate*, three cheers were proposed for the Morristown Wheelmen, followed by three for Dr. Buckley, which were given with a will.

An adjournment was then taken to the entrance of the Lyceum, where the group were photographed, amid much jollity.

Again mounting and riding around the seminary a couple of times, when three cheers were given "for the Morristown girls," we bid the pleasant place farewell, and started on our homeward way.

Arriving at Madison, the majority of the party took the train from there, some few adventurous spirits pushing on to Chester, and there rejoining the main body and bidding good-by to genial Captain Minton,

The homeward trip was one long to be remembered, as the uproarious ending of a pleasant day, and the largest meeting of bicyclers in the vicinity of New York since the K. C. W. races. A. C. D. L.

#### ELECTION DAY RUN OF THE CITIZENS.

About thirty members of the Citizens Bicycle Club, after voting *early* (but only *once*), took advantage of the holiday to make an Election Day run to Orange. At an early hour the club rooms presented a busy scene, where the mixture of humanity, machines, and clothes seemed almost inextricable.

When a man, stooping over to wrestle with the problem of tying a knot in a refractory shoestring, that took this inauspicious occasion to break off short, had his head nearly knocked off by a passer-by; or when some fellow struggling with a particularly vicious jersey (having just reached the paroxysm when he resembles a lunatic in a straight jacket—arms flying like wind-mills, and head enveloped in a mass of entangling folds), was sent sprawling over a chair by unexpected contact with the friend, who, while enjoying these contortions, had failed to notice his proximity to the stove till it burnt him—all possible ill-temper was prevented by the cheery, "Never mind, boys, we'll soon have plenty of room in the new Club House."

A large truck transported the wheels to the Christopher St. ferry, and at Hoboken the D. L. & W. R. R. Co. gave the men a special car, which they and their bicycles shared together as far as Roseville.

It was a refreshing experience to be treated in this royal manner, with no extra charge over the individual fare, after one has been tolerated in a baggage car with trunks and freight at the usual additional expense of twenty-five or fifty cents.

After a ride of some twelve miles, dinner was partaken of at the Mansion House, where a large party of wheelmen from Plainfield were met.

The afternoon was spent in riding over the fine roads, and through the beautiful country about Orange, and not until darkness set in did any thought of returning enter our minds.

And back in New York "from a foreign shore," a desire to know who was elected, made bulletin boards an object of interest till midnight, when a heavy shower scattered our forces to their homes. ARIEL.

#### OUR BOSTON LETTER.

The new city consul has shown his mettle by selecting a L. A. D. restaurant on Columbus avenue, and urging all wheelmen to patronize it. The Ramblers, to whom the city consul belongs, claim six other consuls beside Mr. Harris. The young club shows push and energy in entertainments and runs. Let us see a similar activity in the League work.

If any man in Boston feels bad, it is Corey. Erstwhile the happy proprietor of the one, three, four, six, seven, eight, nine, and ten mile records, he sees them snatched from him by the very men he defeated, and no opportunity looming up in the distance for him to cut record again this season, and, to add the last straw, to find, after a gamey struggle of one day and two nights, that his long-distance road record had been beaten the day before. Nothing left, not even Corey hill. Hardly prominence enough was given Mr. Gilligan in the report of the ride of the M. B. C. Although a new rider who had never done over thirty miles at one

stretch, he reeled off his one hundred and four miles with ease, and came into his club room as fresh as at the start. The Pope Manufacturing Co. have on exhibition the expert that they built expressly for Wilmot & Sewall. Nickel and gold liberally laid on has made the machine a beauty. The janitor has carefully gathered up the fragments of President Williams and other Massachusetts men, and will keep them on ice ready to produce at next year's annual. The Ramblers are preparing for a swell reception on Thanksgiving Day.

Poor Will Stall has come to grief. All of his medals have been taken from him at one swoop,—burglarized. Stall is after the thieves at a 2:50 gait with every prospect of making up his handicap and winning the race, as all the trophies were engraved with dates, etc., and can be easily recognized. The Springfield Tricycle Championship Medal was among the medals stolen.

Rumor has it that Chas. E. Percival, bicycle importer and dealer, has made a contract with the Coventry Machinists Co. to put their machines on to the market here. If he does as well as he did with the Premier, the Coventry Co. will find the demand for Clubs very small.

The Otto Bicycle has also come into view, being run by Read & Son, gun dealers. It is a queer machine, and many are the amusing but safe postures assumed by the learner; once mastered, I am told, it is as fine a mount as one could want.

The Boston boys are somewhat amused at the Springfield, Mass., Gazette articles on Boston riders. Let the editor come down and see us, and he will find he is far from the truth. PERCY.

#### A NEW COMBINATION.

During the recent gathering of professional bicycle champions in this city, Mlle Louise Armaindo, the champion long-distance rider of America; John S. Prince, short-distance champion; Henry W. Higham, long-distance champion of England; together with Fred S. Rollinson, the ex-champion, who is admitted to be the best fancy rider in the world; and Thomas W. Eck, professional expert and trainer, formed an alliance with Fred J. Engelhardt, whose fame as a manager of sporting events is second to no man's in the history of sports. The above named world-renowned celebrities have put all their future business in the hands of Mr. Engelhardt, and he proposes a tour West from Chicago to San Francisco, giving the people in the more important cities on the way an opportunity to see these wonders on the wheel. Mr. Engelhardt states that the offers of races will be entertained from one mile to six days for any amount of money from either sex. A series of local races, handicaps, straightaways, and against-time performances, will be arranged, and with the people above mentioned, there can be no lack of interest, grand performances, and agreeable excitement wherever they may be. If a similar union among the horsemen could be brought about, Maud S., St. Julien, Jay-Eye-See, Johnson, and Little Brown Jug would have to be got together to rank therewith in quality. That, whatever races, matches, or exhibitions, arranged by Mr. Engelhardt, will prove satisfactory to the public, cannot be doubted. His connection with all the great sporting events in the East during the past ten years being more than ample guarantee of his energy, enterprise, and ability.—*Chicago Sporting Journal*.



## THE NEXT LEAGUE MEET.

*Editor of the Wheel:* If the space will be permitted me in the columns of the WHEEL, I would like to say a few words in regard to where the next annual meet of the League of American Wheelmen should be held.

I notice the officers of the League are looking toward Washington city as the place of the meet in '84. But is it proper that it should be held there? The Capital Club, which is composed of the principal cyclers of the city, is a non-League club; then why to it should the honor be given of having, as their guests, the League of American Wheelmen? It is true the streets and avenues of the Capital are unequaled, and the parade would be grand over the smooth macadam, and beneath the boughs of the magnificent shade trees. But should the hospitality of the meet be sacrificed for the parade? When there are so many other enthusiastic clubs in our country, which belong to the League, and which would be glad to entertain their adopted parent, and would offer it all the hospitality in their power, I do not think the League should deign to receive any favors of, or give the honor of the meet to, a non-League club. If the officers and members desire to visit Washington just "to see the sights," let them have the patience to wait until the cyclers of that city, having seen the usefulness of the League, join it in a body.

Since Ohio ranks third among the bicycling States, it is but just that the next meet be held in one of its beautiful cities. Cincinnati presents a charming aspect to a bicyclist, and is properly termed the "Queen City." It contains the most enthusiastic bicycle club in the West, and the members of the club are the best natured and hospitable gentlemen it is one's wish to meet.

I am aware there is a feeling of awe of the West, on account of the non-success of the meet at Chicago in 1882; but then, Illinois isn't Ohio, neither is Chicago Cincinnati.

Ohio isn't ashamed of her record, either in war or cycling, but always stands to the front.

I would like to hear the opinion of others in regard to this matter.

Fraternally yours,

WILBER H. DISNEY.

Mt. Vernon, O., Nov. 12, 1882.

## THE IXION ROAD RACE.

A day of Indian Summer beautiful, and with that golden shimmer in the air which marks a few of our glorious Autumn days, the calendar is turned at the 6th of November, the hour is 9 in the morning, and we are marshalling our rank and file for our second annual road race to Yonkers. Last year's race, won by Frank Howard, with Will. Pitman second, and Ben. Sanford third, in 1 hour and 18 minutes' time, had taught the club some few experiences, and we started this one with more extensive preparations. The medal for the winner (a championship), last year existing only in imagination, this year becomes a beautiful reality, and the present champion struts around with a star of the steenth magnitude glittering on his inflated chest. But, on this morning when it is yet to be won, we are all here making ready for the fray, and great is the furbishing of wheels, oiling of bearings, tightening of screws and nuts to leave no loophole for a break-down on the way. Alas! poor Saffer, infant that thou art, you will learn after awhile by dear experience taught, not to coast the steep side of a wall in training for a road race. Now regrets are useless;

you would coast, and the ground was hard,—*ergo*, sore bones remain,—and busted machine,—well, better luck next time, and see that you employ in a different training the 365 days still remaining before you ride for the championship of Ixion. Eight men step forward from the ranks to try the course, eight names are soon enrolled to turn in Fortune's wheel,—Rood, Pitman, Pearson, Harris, Anderson, and Clark, Sanford and Da Camara, string out in glittering line, and 59th street crossed from 5th to 8th avenues, we stand a moment while the crowd gathering at the scratch, and reaching down both sides of the Boulevard, admires and gives a shout, as promptly at the word of Charlie Reed we spring into the saddle, bound away, and pushing on the pedals quickly disappear, some few riders unattached, with some riders of our own follow us for a while only to drop shortly to the rear; we clatter 'neath the "L" road, following Sanford's lead, and mark the place for future remembrance, for Clark strikes a rock and falls like a tower, to rise and follow after with a discolored knee. The race strings out in bunches; in the first, rides Rood and Harris, Pearson and Sanford, followed by Pitman, and in quick succession Da Camara, Anderson and Clark, we pass swiftly by the frequent election booths with their attendant crowds—from each a shout goes up—but on we dash, 110th street sinks away to the rear we rise the hill beyond, throw legs over bars, and fly down swiftly towards the scene of Saffer's favorite resting place—when coasting—we climb the Asylum Hill, and here the first four dwindles down to three, for Sanford finds that he has left one place in his machine un-oiled, and that strained on the hill, he cannot turn his machine's head at all, the leading three speed on, the next man, Da Camara has no oil, nor the next; Pitman, he pushes on by main force and reaches the old Fort Washington Hotel, where he sees them disappear around the curve; but after Anderson has passed, Clark comes with aid, and then fresh oiled once more, he joins the chase, but now the last.

The leaders reach the steep side of Riverdale's long hill; it proves a stumbling; Rood walks, and Harris and Pearson get on too soon, and get off unexpectedly, so Rood gets up ahead and dashes on, while Pearson and Harris stagger after; the others coming to the hill find the same difficulty; then pedaling fast and furious comes the tail of the procession. Sanford, he finds the hill well nigh covered with wheels; at the foot he passes Anderson and Clark, then half way up he comes still riding to the New York Club, with some ten or twelve men walking the hill bravely; they smile as he goes by. Pitman passed, he sees in the distance Da Camara nearly at the top; over the bar he bends and struggles on, but Da Camara holds his own; they keep this order to the end, on through the curves, and winding under the arching forest trees; the leaders reach Valentine's Lane. Pearson coasting the hill finds a soft place while turning into the lane; but nothing daunted, he tries again and hurries on to find, that Harris coasting the hill into Getty House Square, has also made his bow to Yonkers and kissed the dust in reality; livens to greater speed, he hurries after Rood. Both walk Peabody Hill, but Rood comes in a winner in 1 hour, 4 min., while, even as he dismounts at the scratch, we see Pearson's head come rising up, a minute and three-quarters behind, and then a minute later, blood-strained, as though a ghost of Hamlet's father, Harris, with his clothing

torn, and disheveled Da Camara follow three minutes later; four minutes later Sanford, then Anderson and Clark. Pitman brings up the rear.

"Blow! bugle blow! set the wild echoes flying,"  
"Then answer! Echo; dying, dying, dying,"—

We cheer the victor, thronging round with frank congratulations, and many a hearty shake of hand; then Egan, who has timed us at the scratch, leads up the grassy slope. We stock our wheels, and climb the steps to the old Peabody House, which has so often rung to our jests and laughter. Now doubled is the noise, and making ready for dinner means a rough and tumble; the sound of flying corks resounds, and ginger ale and beer flows like water.

The dinner follows, and with some few invited guests, mostly new Yorkers, though Dr. Coleman comes from far Canandaigua to grace the occasion with his presence, we sit down some twenty-five strong. The play of knife and fork is rapid and complete, the bill of fare a race-course, over which we speed, while hunger sets the pace and makes it strong and rapid. Surfeited at last, we lay back prepared to laugh and cheer the toasts. We drink long life and health and fair prosperity to dear Ixion, with the hope expressed for many another meeting such as the present, and then we see the expressive face of Jim Burdette rise up and front us; he calls on Rood. Never was medal presented before with such happy thoughts. Rood's breath gave out before the onslaught, and "Here's the medal," "Oh, give us yer medal," settled the question and the speech. Ah, happy recollections! how our youth goes on, to laughter, joy, and song, and many a merry shout, but joyous companions as we are, no meeting now is half complete unless, as glasses pass and toasts are drunk, we shout the ringing changes of our songs, and drink long fellowship to him who stands and keeps the key to laughter. Master of our smiles and tears, fit leader of our joyous gatherings—Jim Burdett!—Here's to you, Jim—long may Ixion ride down through the passing years, and, hand in hand, long may we laugh and ride. CHIC.

New York, Nov. 7th, 1883.

## BRUNSWICK BUBBLES.

*Editor of The Wheel:* As it is quite a while since this part of Jersey has been heard from, I thought a few lines from the Brunswick Bicycle Club would not come amiss.

We have been working very quietly, but, nevertheless, we see from time to time the name of the Brunswick Bicycle Club published in THE WHEEL, under the headings of Applications for Membership, L. A. W., New Jersey Division, etc., etc., which goes to show that we are still wide awake.

At our last regular meeting, held October 16th, one of our members presented the club with a very handsome nickel burgh, which was received in behalf of the club by the President, in a very neat speech. After the meeting adjourned, the club indulged in a moonlight run to Bound Brook and return, via the River Side drive.

Arriving home at about 1:30 A. M., we were surprised to see a bright glare of light spring up from the lower part of the city. The alarm of fire was at once raised by the Secretary, and taken up by all the members. The bugler now thought his time had come (and so did the rest of us), for the blasts that came from his bugle proved that his wind,



at least, was all right. The rest shouted fire, and rang their bells until every one in the city was aroused. The city authorities now propose doing away with the fire alarm, and hiring the Brunswick Bicycle Club, to patrol the streets at night. The matter, I believe, is to be brought up before the Common Council at the next meeting.

"SIXTY-SIX."

## L. A. W.

### APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 44. Total, 77. New York, Nov. 16, 1883.

The following is a list of applicants for membership received up to date and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and address are correct, and report any error at once to.

FRED. JENKINS,  
Cor. Sec'y, L. A. W.

#### Unattached-1:

2989—Louis Rubenstein, 537½ Craig street, Montreal, Canada.

#### Belleville Bi. Club.—3.

2990—E. P. Hannaford care of E. G. Popton, Esq., Belleville, Ont., Canada.  
2991—S. T. Greene, Belleville, Ont., Canada.  
2992—James W. Snider " " "

#### Unattached-9.

2997—Frederick H. Furneaux, Lock Box 7, Valparaiso, Neb.  
3000—Wm. H. Rhodes, 76 Hudson st., Hartford, Conn.  
3005—Alfred Gaoquette, Rockville, Conn.  
3007—Frank Adams " "  
3008—Herbert Holmes, " "  
3009—George Smith, " "  
3020—Edward G. Butler, " "  
3021—F. H. Brown, " "  
3023—C. K. Flint, Meridan, "

#### New Haven Ramblers—add 1:

3024—H. C. Bishop, 131 High street, New Haven, Conn.

#### Meridan Wheel Club—add 3:

3025—Junius S. Morton, Jr., 596 North Colony st., Meridan, Conn.  
3027—Wm. Taylor, 76 New Hanover ave., Meridan, Conn.  
3028—F. Fred. Clark, 31 Washington street, Meridan, Conn.

#### INDIANA DIVISION-3.

#### Unattached-3:

3031—Oren E. O'Neal, Somerset, Ind.  
3035—W. H. Poutions, Crawfordville, Ind.  
3036—Frank Hosbrook, Indianapolis, Ind.

#### MASSACHUSETTS DIVISION-13.

#### Salem Bi. Club—add 13:

3037—Frank P. Symonds, 107 North st., Salem.  
3038—Charles H. Odell, 20 Pleasant st., "  
3039—Frank P. Ingalls, 17 Prescott st., "  
3041—James S. Safford, 42 Warren st., "  
3042—Frank R. Safford, 42 Warren st., "  
3043—George W. Jones, 29 Broad st., "  
3044—Arthur R. Hill, 31 Barr street, "  
3045—Horatio N. Shephard, 15 Buffum st., "  
3046—Francis B. Carleton, 87 North st., "  
3047—Thomas Courts, 27 North st., "  
3048—Clarence H. Millett, 103 Lafayette st., "  
3055—Daniel L. Jewett, 61 Charter st., "  
3050—Lewis F. Allen 8 Carlton st., "

#### MICHIGAN DIVISION-6.

#### Unattached-4.

3056—D. W. Marsh, Coldwater, Mich.  
3057—Fred. Doughty, Mt. Pleasant, Mich.  
3058—Will F. Stoet, Caro, Mich.  
3060—Henry McCausland, East Saginaw, Mich.

#### Coldwater Bi. Club—add 1:

3061—Charles Champion, Coldwater, Mich.

#### Detroit Bi. Club—add 1:

3062—Charles E. Dudley, Detroit, Mich.

#### NEW JERSEY DIVISION.—4.

#### Unattached-1.

3161—Dr. Henry Jackson, Salem, N. J.

#### Camden City Bi. Club—add 3:

3162—B. O. Miller, 221 Stevens street, Camden, New Jersey.  
3164—D. Louis Shivers, 590 Benson st., Camden, New Jersey.  
3165—George Archer, 319 Cooper street, Camden, New Jersey.

#### NEW YORK DIVISION-14.

#### Unattached-6:

3063—Will J. Dunihue, Dunkirk, N. Y.  
3064—Seveu Dorion, Cazenovia, N. Y.  
3065—Rene L. Milhan, 291 Henry street, Brooklyn, New York.  
3066—Elmer Skinner, 227 Cumberland street, Brooklyn, New York.  
3067—A. D. F. Hamlin, 163 E. Thirty-sixth st., New York, N. Y.  
3068—George A. Henley, 162 E. 124th street, New York, N. Y.

#### Brooklyn Bicycle Club—add 4:

3069—W. Dewitt Barclay, 52 Johnson street, Brooklyn, N. Y.  
3071—Preston N. Sproule, 266 Henry st., Brooklyn, New York.  
3072—J. A. Bolton, 326 Clermont ave., Brooklyn, New York.  
3080—H. R. Elliott, 567 Henry st., Brooklyn, N. Y.

#### Citizens Bi. Club—add 2:

3082—A. W. Perego, 128 Fulton st., New York.  
3085—Frank G. DuBois, 2 East Sixtieth st., New York.

#### Elmira Bi. Club—add 2:

3088—F. Z. Wilcox, Elmira, New York.  
3093—Edward Fassett, Elmira, New York.

#### OHIO DIVISION 20.

#### Unattached 5.

3094—M. O. Daniels, New London, Ohio.  
3097—Chas B. Messenger, New London, Ohio.  
3104—George Deuble, 18 South Market st., Canton Ohio.  
3106—Walter H. Deuble, 18 South Market street, Canton, Ohio.  
3157—R. E. Ives, Jefferson, Ohio.

#### Mansfield Wheel Club-13:

3109—Rolla Taylor, Mansfield, Ohio.  
3110—L. S. Hannan, " "  
3115—C. H. Elliott, " "  
3120—A. P. Seiler, Box 178, Mansfield, Ohio.  
3127—Dr. Chas. H. Snyder, " "  
3129—Edno Proctor, " "  
3131—W. F. Harn, " "  
3133—Dr. Hurxthall, " "  
3134—Dr. E. D. Rumpel, " "  
3141—Chas. J. Harris, " "  
3145—Rufus Tracy, " "  
3146—Elmore H. Lindsey, " "  
3156—B. J. Balliett, " "

#### Forest City Wheel Club—add 1:

3159—Wilbur F. Knapp, 578 Woodland avenue, Cleveland, Ohio.

#### Rovers Cycling Club—add 1:

3160—R. G. Knight, Delaware, Ohio.

## EXPULSION FROM THE TRACK.

MR. FRED. JENKINS:

Secretary Racing Board L. A. W.

DEAR SIR: The Racing Board have considered the matter of the Smith-Green protest filed by S. H. Crawford at the G't'n Penn. race meeting, and a majority vote as follows:

Mr. W. J. Smith, Amer. Star Bi. C. & L. A. W., 3615 is hereafter barred from all races under auspices of the League.

Mr. Jno. A. Green, A. S. Bi. C. L. A. W., 3608, is suspended from the race track for six months, dating from September 29th.

Very truly yours,

GEORGE D. GIDEON, Chairman.

PHILADELPHIA, Nov. 10th, 1883.

## KENTUCKY NOTES.

As I have been a constant reader of your valuable paper for several months, and as I have never seen any wheel news of impor-

tance from *Kentuck*, I thought I would write you and let you know that we have ten or twelve cyclers in our little place of *fifteen hundred inhabitants*, and by next spring we expect several more, as the people in general are becoming more and more in favor with our wheels. Our roads in general are good, but a little on the hilly style, and with that exception we are as well fixed as your wheelmen in the East. We have several good riders, and good coasting and lots of fun, especially on Sundays, as that is our only day for all day runs. Last Sunday we went a *persimon hunting* on our wheels, we got all of the persimons we could eat, but could not bring many home, but we created a great deal of excitement among the people we passed. I have brought my *Bi* in to use instead of a horse because, I like to ride it better, and it saves me a great deal of expense, and I would not be without one for love nor money.

If you deem this worthy of publication do so; if not, put it in your scrap basket.

Respectfully,

J. N. FLEMING.

Augusta, Ky., Nov. 9, 1883.

## THE EDITOR'S ALBUM.

In the WHEEL of October 26th we hinted that we should be pleased to exchange photographs with any League member; and as several have accepted the invitation, we would further suggest that they inscribe their name and address on the back of the card. We take pleasure in acknowledging the following:

T. C. Smith, Knight L. Clapp, Wm. C. Scribner, C. H. Wilkins, R. L. Thompson, Louis E. Chandler, Dr. N. P. Tyler, S. G. Retallack and Marriot C. Morris.

## CYCLISTS' TOURING CLUB.

FOUNDED 1878.

This international organization has over ten thousand members, and is increasing its strength daily, in nearly every civilized country throughout the world. Amateur cyclists everywhere are cordially invited to join its ranks. Applications should be sent (preferably through a State or City Consul) to Frank W. Weston, United States Chief Consul, Savin Hill, Boston, Mass., who will forward blank form to any address, on receipt of a stamped directed envelope. The dues are—for the first year—including the silver badge, \$2.50. Subsequent dues, 85 cents per annum.

#### NOTICES.

The Chief Consul wishes to call attention to resolutions, Nos. 410 and 411, *Club Gazette*, Oct., 1883, pages 353 and 354.

The C. T. C. uniform is fully described in the C. T. C. column of *The Wheel*, of 15th June, 1883, page 5, and a large size photograph showing front and back view, can be had by sending ten three cent stamps to "Partridge" photographer, 2832 Washington street, Boston, Mass. Lady members can now obtain the club cloth for Tricycling cost as wanted.

The Club Handbook for 1884, (thirty cents), and the new sterling silver badge (two dollars), can now be obtained from the Chief Consul.

The Eighth Annual Meet, at Harrogate, Yorkshire, England, will take place on the first Monday in August, 1884. All American members who possibly can, should make it a point to attend. Arrangements for reduced steamship rates are in progress, and the Chief Consul will be happy to afford information to all who may be interested. The last practicable date of sailing will be Saturday, 22d July next.

Letters to the Chief Consul requiring reply should always have enclosed a stamped directed envelope.

#### APPLICATIONS FOR MEMBERSHIP.

W. H. Dacamura, 116 W. 49th st., N. Y. city.  
C. C. Wheeden, 72 W. 49th st., N. Y. city.  
G. C. Saffer, 318 E. 23d st., N. Y. city.  
R. C. Root, Columbia College, N. Y.  
G. B. Pearson, Broadway & Prince st., N. Y. city.  
A. F. Greenleaf, Amesbury, Mass.  
H. B. Iggert, Market st., Bethlehem, Pa.  
J. S. Dodson, 32 Centre st., Bethlehem, Pa.  
W. S. Wintersteen, 14 Market st., Bethlehem, Pa.  
E. W. Harvey, Sparta, Monroe Co., Wis.





The Official Organ of the League of American Wheelmen and the Cyclist Touring Club in America.

FRED. JENKINS, Cor. Sec'y L. A. W., - EDITOR,  
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N. M. BECKWITH, Pres. L. A. W. { Editorial  
W. V. GILMAN, Treas. L. A. W. { Contributors.

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New York, November 16, 1883.

#### To League Members and Correspondents.

All communications for the Editor and Corresponding Secretary of the League of American Wheelmen must be addressed to Fred Jenkins, 45 West Thirty-fifth Street, and not to the office of this paper.

League Members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. If members do not receive their paper regularly it is on this account.

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

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

#### WHY NOT WASHINGTON?

A Western correspondent raises the question as to the next annual League meet, and none too soon, as the free discussion in the columns of the cycling press, previous to the spring meeting of the Board of Officers, when the question is finally decided, will bring forth many points that should be carefully considered. The choice of a place in the past has been a matter of keen competition, and in opening the subject thus early it is mainly with the idea of ascertaining whether the place for the meet should be selected with a view of removing restrictions, as in the case of New York, or whether it should be selected with a view of enlarging the public mind as to the extent and dignity of cycling, or, lastly, what is the most convenient place that can be reached by the majority of the League members.

In regard to the first proposition, we know of no large or important point, where its influence is needed to remove restrictions, and should we cater to the second, we know of no other locality in the United States so advantageously situated as the Capital.

In connection with this last condition, we would state that New York now heads the list in numerical strength, there being up-

wards of six hundred and fifty league members within its limits, one-third of whom reside within a radius of twenty-five miles of the Metropolis. Massachusetts follows next, Pennsylvania third, and Ohio fourth. One-half of the entire League membership would thus find Washington a convenient and accessible point. Everyone is aware how well adapted it is for such an imposing display as the League makes. Its streets and avenues are broad and well paved, and the matter of transportation is only a question of ten minutes' ride from the baggage car to any one of the numerous well-kept hotels.

The point raised in relation to the Capital Club is not well taken. Washington possesses a League club, the Washington Cycle, which is composed of business men, who would carry out successfully any undertaking, and besides there are many other resident League members, thanks to the exertions of the present chief consul. We are not dependent upon the Capital Club for entertainment, although we know from personal experience that they are a set of gentlemen who are ever ready and willing to extend courtesies to visitors, whatever their opinion regarding the League may be.

Again, Washington is the only point where a desire to have the next League meet has been expressed. It certainly seems to give general satisfaction to those whom we have met and conversed with. The League is big enough and old enough to look after itself, and if we find that it is to be a burden to any one locality or club, it should lend a helping hand. We know this much, that a meet in Washington would be the most economical one ever held, and we trust when the proper time comes, it will be chosen by a large majority.

Let us have a grander display next year than we ever have had, as the closing effort of what is, and has been, the most prosperous year in the history of our now great national organization.

#### ANSWERS TO CORRESPONDENTS.

4016--We thought the case was settled as all the officials were served with the copies. Referred to Committee on Rights and Privileges. The Hudson Co. Wheelmen are moving in the matter.

E. P. B., Newton, Mass. You will find the times in THE WHEEL for each mile. Will have to give up the other scheme this year.

2212. Can change your ticket if you wish. It makes no difference though.

2031. Thanks. Have forwarded the exchange.

2388. Have given the party another number.

W. H. M., Columbus, O. Have no bound volumes of 1 & 2.

H. S. Kidder, Elmira, N. Y. Do it again. Thanks.

E. Mason, N. Y. Thanks, but you cannot swa low the pill for us, although we take the word for the deed.

Kicker, Troy, N. Y. If you employed your time writing up your club, there would not be the cause for complaint. We are always willing to publish articles of general interest, and if your club are not represented it is not our fault, as we cannot obtain the news except from voluntary contribution.

F. W. W., Boston, Mass. Your copy comes too late generally. Try and have it by Tuesday at the latest.

#### KINGS COUNTY WHEELMEN.

The Kings County Wheelmen are to have a moonlight parade Saturday evening November 17th. They have extended an invitation to all the New York and Brooklyn clubs to join them. The formation will be made at the fountain, corner 4th street and Bedford avenue, at 8.15 o'clock. The route will be through Bedford avenue to Prospect Park and return. It is expected that at least one hundred and fifty wheels will be in line.

Will THE WHEEL kindly favor the boys of the K. C. W., with a mention of the inclosed? Respectfully,

A. W. STRONG,  
Lieutenant.

#### CONCERNING MR. KELLER.

Editor of THE WHEEL: A few words from me on the Keller professional business may throw some light on the subject. I was at Peoria and entered the races just before the start. I overheard Keller say, in an answer to a question as to whether he had ever before raced: "Yes, I raced at— for a purse of \$50." I am not a League member, but I am an amateur, and knowing the strict rules concerning racing with professionals, I went before the judges and protested, with the result already known. Keller was thrown in the first heat breaking a crank, but borrowed a wheel, and entered in the second heat. I saw nothing of him from start to finish, I myself, finishing 3d, with Conklin, 2d, and Dur-yea, 4th.

Yours, etc,

P. W. STONE.

St. Louis, Mo., Oct 31st, 1883.

#### FROM THE CLUBS.

THE KINGS COUNTY WHEELMEN are out in a new uniform designed to eclipse anything in this line, and it does undoubtedly. It consists of coat, shirt, pants, and stockings, of the darkest brown in color; the coat is cut military style, trimmed with braid, and has the regulation bicycle button on, with letters K. C. W. embroidered in silver and gold on collar. Pants are knickerbocker's, tight-fitting, and shorter than usual, trimmed same as the coat. The stockings are designed especially to complete the uniform. The cap is of new design of same cloth as the uniform, with broad silk web band, and leather visor. Altogether the uniform has to be seen to be appreciated.

It is stated by knowing ones that competitive club drills for bugles, banners, etc., etc., hereafter will not be the walkovers that they have been for some of the heretofore more dudish clubs. It comes to us like a dream—a new club house; a ball to surpass anything known in the annals of K. C. W.-ism, dramatic entertainments, and a host of other good things, too numerous to mention. Of all clubs the K. C. W.'s walk, or at least ride, in their own light. May their prosperity continue. "Credit to whom credit is due." And we are told they wouldn't for any consideration be without Alex, whom they associate their uniform. Sish-h! boom!! Ah'h-h!!! K. C. W. ANTI-KICKER.

PENNSYLVANIA.—At the annual meeting of the Penn. Bicycle Club, held on Thursday, Nov. 1st, the following officers were elected to serve through the ensuing year: President, Frederick McOwen; Vice-President, J. B. Harper; Secretary, Arthur H. McOwen; Treasurer, Edgar C. Howell; Captain, C. A. Roberts; Committeeman, H. L. Roberts. It was with extreme regret



that the club accepted the refusal of Ex-President Eugene M. Aaron to be re-elected; for among the older members at least, pleasant memories will always be associated with the period during which his kindly hand guided the career of a young and progressive club. ARTHUR H. MCOWEN,

Secretary.

MANCHESTER.—The Manchesters are taking a rest from "events" since the N. E. Fair, but most of the boys are touring to some extent, since the rains have improved the roads. J. N. Pearson, recently visited Providence, doing nearly the entire distance, both ways, on his wheel. Last week, two members rode to Milford and home, via Nashua, Sunday. One of our youngest members, Sam. C. Henward, made the trip to Nashua, 18 miles, in one hour, and forty-five minutes, last Friday, doing twelve miles in the first hour. We claim the record for him and the club. He returned with the Milford tourists. Two members went to Nashua Sunday morning to return with those who had gone before, and our two "N. H. Div." officers went about half way with them, and visited with friends until the return of the party. About six miles out, "56" Pearson, Secretary Smith, and our latest recruit, the two latter riding Stars, were met, and the party of ten rode into town in groups of two and three. The club has recently adopted a silver monogram badge. We commenced the season with seven members, and now have twenty. "SCRIBE."

SALEM.—We have recently formed a Bicycle Club in this city called the Salem Bicycle Club. We now have a membership of sixteen, and are constantly increasing in number. We intend to join the L. A. W. as a club. I would be happy to have you send circulars, etc., to me, that we may fully understand every detail.

Yours, fraternally,

CHAS. H. ODELL, Secretary.

85 Washington St., Salem, Mass.

CORNELL.—At a meeting of the Cornell Bi. Club on Sept. 28th, the following officers were elected: President, H. W. Kellogg; Secretary and Treasurer, George McCann; Captain, E. J. Lorber.

The club has now twelve members nearly all of whom are members of the L. R. W.

Respectfully yours,

GEORGE MCCANN,

Sec'y C. Bi. C.

Box 2193, Ithaca, N. Y.

#### WHEELING AT POUGHKEEPSIE.

Editor of the WHEEL. It is now some time since I contributed to your columns, but it takes quite a while to collect news sufficient to make it worth while writing.

Since my last, nothing of note took place until the 19th of September when, at a fair held by the Dutchess County Agricultural Society, a one mile race was ridden, in heats, best 2 in 3, and according to L. A. W. rules.

There were only four entries to this, viz: H. Brown and G. M. Clapp, of Wappingen Falls, and F. Osborn, and F. J. Schwartz of this city.

In the first heat Schwartz took the lead at the start and held it to the finish, winning as he liked, in 3 min., 52 1-2 s., with Clapp second, Brown third, and Osborn fourth.

Osborn really had second place, but one of his pedals running tight he was compelled to

dismount and fix it, which put him so far behind that he could not catch the leaders.

The second heat was a repetition of the first as far as Schwartz was concerned, who rode along just fast enough to keep the lead.

He crossed the string the second time, winning the heat and race in 4 min. 1 3-4 sec., Osborn second, Brown third, and Clapp fourth. In this heat Clapp had second place, but was run into by a spectator, who attempted to cross the track, which gave him an ugly fall, and cut one of his legs quite badly.

Osborne and Clapp each having taken second place in a heat, it required a third one to decide who should take second and third prizes. This was the most exciting part of the race, as the two were very evenly matched, first one and then the other leading. It was finally secured by Clapp in 3 min. 54 1-4 sec.

The prizes were, first, a gold badge, second, a cyclometer, and third, a pair of cycling shoes.

The officers of the race were: Referee, R. O. Osborn, Consul L. A. W. of this city; starter, J. H. Ostrander; time-keeper, C. Redevat, J. Meyers, and F. J. Allen, clerk of the course, G. W. Hallinell, consul C. T. C.; judges, H. T. Mattice, A. H. Vail, and C. F. Cossum; scorer, C. Brockway.

Just after the race, Clapp said that he would take an order for sundries instead of the cyclometer, but since then he has taken ten dollars in money for the second prize, which of course makes him a professional.

Osborne asked the Secretary of the D. C. A. S. for an order so that he could get the shoes, but instead of giving him an order he gave him five dollars; Osborne would not take it at first, but finally did under protest, and used the money in buying the shoes, and I think in his case his professionalism ought to be over-ruled.

Weather permitting, we expect to have a road race here on the 20th inst., which I understand has been sanctioned by the League. It is to be to Hyde Park and return, a distance of about 12 1-2 miles, to be ridden inside of an hour, or no prizes.

This race is open to all amateurs belonging in this county, and came from a dispute over the time in which the distance could be ridden. We are looking for more sport than race in this case.

I will close now as this is all that I have time to write, but will give you another shortly.

Yours truly,

"JIM."

Poughkeepsie, Nov. 7, 1883.

#### WHEEL GOSSIP.

"Now is the winter of our discontent"

But nevertheless a good season for the festive tricycle.

The track races for the year being now quite over, we publish a review by our active contributor "Mercury."

Mr. Edwin Oliver left Jacksonville on the 15th for New York.

The City Surveyor, of New Haven, was thrown out of his carriage, but will soon be on hand with a certificate proving that the track is a full mile, measured 18 inches from the turf edge.

Many wheelmen are working hard for the \$75 League pin offered by President Beckwith to the one securing the most recruits, and the competitors will have to reach triple figures to win.

It is rather funny to see Prince challenge Keen for the "Championship of the World." How about Wood, Howell, Lees, and others?

The Springfield Club, in spite of their reported losses, are to have another big tournament earlier in the season. It will run three days, but they will probably omit the pleasures of a camp. A large party of English professionals and amateurs will be made up.

Dr. A. G. Coleman stopped over on his way to Providence, where he expects to find the cat-boat which he has had built for use on the lakes. He seemed highly pleased with the New York roads.

Mr. Lewis B. Hamilton, of Yale College, is riding a Star, and intends to race with it next season. The address of the Fidelity and Casualty Co. is 149 Broadway, New York.

Dr. N. P. Tyler, of New Haven, is soon to undertake a century run. May he pick up a recruit for the League at every mile.

The Acme Map Co., of 21 Park Row, have issued a number of road maps that are useful to wheelmen. They are printed on strong paper and fold into a neat flexible cover. The prices are as follows: Long Island, \$1.00; New Jersey, \$1.00; and Westchester Co., \$2.00.

W. F. Sutton, of London, Eng., according to *The Field*, rode on a bicycle 258 3/4 miles within twenty-four hours on Oct. 18. His route was from Wood Green, London, to Worksop (139 1/4), returning to Knealsal (151 3/4), thence to Tuxford and Retford (165), where he turned and rode as far south as Tempsford, in Bedfordshire, the full distance being 258 3/4 miles.

Mr. Samuel A. Potter, of Cincinnati, Ohio, has invented an appliance for lengthening the backbone by means of a lever. The object is to bring the rider over the large wheel in ascending grades. The invention has the charm of novelty, if nothing more.

The Rutland bicycle club now occupies their new rooms in N. pariel block, and to say they are pleasaut does not do them justice. The draping and ornamentation of the windows and walls bear unmistakable evidence of the handicraft of woman, which gives the place a home-like appearance and makes a very snug retreat for the young gentlemen composing the club.

Mr C. A. Hazlitt, of Portsmouth, N. H., has issued the following card to club secretaries: "Will you kindly inform me if any member of your club, or any unattached wheelman in your vicinity, has bicycled over 100 miles within 24 hours, or participated in any notable excursion. I shall be pleased to immediately forward printed blanks for details to any address you may furnish. I desire the information for an article on "Notable Runs and Excursions in 1883," which I shall compile at the request of the WHEELMAN Co. To ensure publication a prompt reply is solicited."

The New York, Lake Erie & Western, and the N. Y. Central and Hudson River R. R., have consented to carry bicycles at one-half cent per mile, minimum charge of twenty-five cents.

Prinie and Morgan both used the Duryea saddles in the recent six days' race at Chicago, and speak very highly of them.

S. C. Miller, of the Massachusetts Bicycle Club, rode thirty-five miles on his tricycle



last Sunday, in company with a number of bicycle riders; and, although he carried his little four-year-old boy on the tricycle with him, he had no trouble in keeping pace with the bicyclers.

On the evening of Wednesday, the 21st, the people of Hartford will have a treat in an entertainment given at the First Regiment Armory under the auspices of the Connecticut Bicycle Club. The club has secured the services of Wilmot and Sewell, the champion double acrobatic riders of the world. The feats they perform together on the bicycle are next to marvellous. Among the fancy riders who will exhibit their skill are Dan Canary of Boston, Nash of Willimantic and Fennes-

sey of Springfield. Clubs from neighboring cities will compete in club drills for prizes. Those who have never seen a club drill can scarcely form an idea of the grace and beauty of the evolutions. Colt's band will be present and give one of their enjoyable concerts. It is a capital opportunity afforded the people of Hartford and vicinity to thoroughly enjoy the evening of the 21st in witnessing the performances of the most perfect masters of the wheel in this country. Reserved seats may now be obtained from members of the club.

The New Haven Club are talking of a 500 mile tour next year, but have not as yet decided upon the route.

The opening of the Riverside Drive is fully appreciated and will afford good wheeling almost the entire season. It is a favorite run for lady tricyclers during the day-time.

## BICYCLES. BICYCLES.

Before buying a Bicycle of any kind, write to us regarding our  
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Some of the daily papers group together the accidents reported in twenty-four hours from all parts of the country, and they form a serious number. Still it must be remembered thousands of other cases daily occur which never enter into the reports.

The prudent and careful man who avoids danger and stays at home may slip on a banana-skin or such a trivial thing as a piece of orange-peel, which may result in death. Danger is so easily hidden in such little things that the City of New York has a special ordinance upon throwing remnants of fruit on the sidewalk, and police constantly watch the fruit-stands lest the sellers neglect to post up the law in bold letters.

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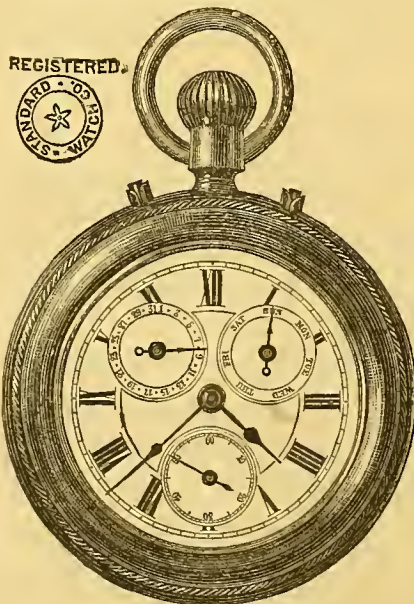
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L. H. Johnson, riding a "Victor," 3 min. 34 3-5 sec.

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L. H. Johnson, riding a "Victor," 18 min. 35 sec.

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Illustrated Catalogue 3 Cents.

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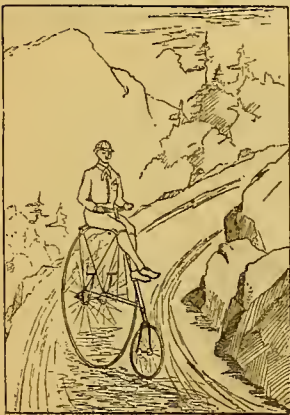
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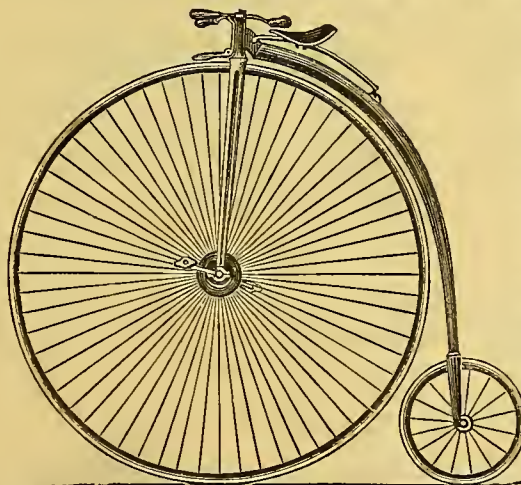
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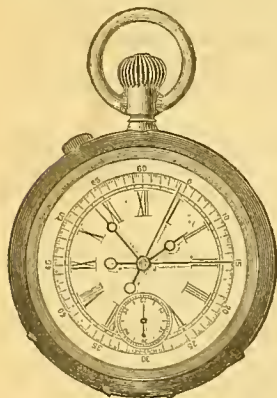
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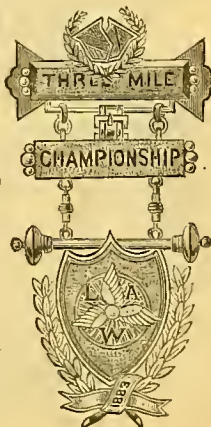
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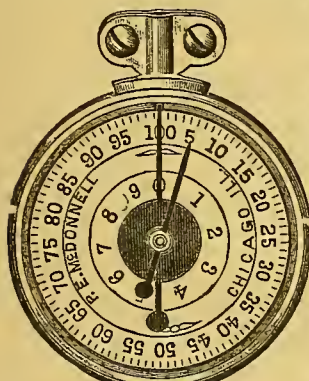
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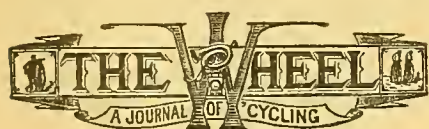
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