

THE WHEEL

A JOURNAL OF CYCLING.

The Official Organ of the Bicycle Touring Club in America.

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[WHOLE NO. 73.]

Editorial Jottings.

Dr. Beckwith has been appointed Chief Consul in place of W. F. Gullen, resigned.

As will be seen in our League column, he has issued a notice to members in this State who should do all they could to co-operate with him and aid him to the extent of their power.

The Consuls who have held office for the past two years should respond to the call and put their shoulders to the wheel of State organization, or else resign in favor of active men. The clubs in cities and towns where no Consuls exist, should nominate a suitable man to represent them as Consul. The men who are crying out "Of what benefit is the League to me?" should pay their dues and get all wheelmen they can influence to add their names to the roll. Let each man agree to work to the best of his ability, and the result will soon be seen.

Your Chief Consul is a hard and willing worker, and you want to show your appreciation of his services by electing him for the coming year. The time is rapidly drawing near when the ballots are to be distributed, and you want to see them properly filled out and returned.

A prominent wheelman called at our office the other day and said: "I don't know why I do not subscribe to your journal, as I enjoy reading it very much." We replied that it was simply either want of opportunity or carelessness that prevented his name being on our books, and when he left it was down. There are hundreds of other readers who can readily afford to subscribe to THE WHEEL, but who do not for these same reasons. They read it, but either through thoughtlessness or want of time, neglect to send in their names, forgetting how



CAN THIS BE WILMOT?

necessary it is for us to have the ducats in order to make the wheel gospel fly. Bear this in mind, readers, and become a subscriber without fail.

Mr. J. S. Dean will soon grasp the handlebar, and guide the revolutions of our contemporary the *Bicycling World*. We wish him success.

Mr. Stanley B. Huber, of the Kentucky Bi. Club, has been in town for the past few days enjoying the sights of Gotham.

Is it not time that we heard of the particulars of the officers' meeting to decide upon the place for the next League Meet?

The Ixions should have arranged matters with the clerk of the weather, as a much worse night could hardly have been experienced. It doubtless kept many away who held invitations,

The Citizens will have a club drill, at the Institute, on Washington's Birthday.

Philadelphia is to have a race meeting March 10th, as announced in our Coming Events. Another female rider will make her appearance for the first time.

Speaking of female riders reminds us that Elsa Von Blumen (Carrie Kiner), was married the other day and will no longer appear in public in her contests with horses.

Correspondence.

WHY NOT USE NICKEL ON THE FELLOES?

NEW YORK, Feb. 3, 1883.

Editor of the *Wheel*:—I notice in the last edition of your excellent journal, that a correspondent raises

a point under the above heading, and as I have had some experience in plating wheels, I will try and tell him why it is not usually done. In the first place, many of the imported machines are brought into this country in parts and set up here. This method is adopted to save expense in freight and economy of room in packing. Many of the machines are finished bright or half bright, the balance being painted. Few wheels are purchased full nickel; as a rule, the purchaser wishes to economize, and it is not until he has ridden his machine three or four months that he begins to think of nickel. I speak now of the mass of riders and not the minority of wheelmen who purchase the most expensively finished bicycle at the start. Now when our friend has ridden for a while, and possesses, say, a painted bicycle with bright spokes and steering gear, he takes it to the plater to be nickeled. Nine out of ten platers have not a bath sufficiently large enough to accommodate the front wheel, and experience so much difficulty in finishing up the rim, that they will invariably try and convince you that painting

it is the "proper caper." There is also considerable danger in burnishing the fellow as the emery wheel is apt to cut the spokes, the working space being very limited. I know several instances where spokes have snapped when a machine has been first mounted after coming from the plater's. To properly nickel the fellow the spokes should be removed, and this no sensible wheelman will risk, as the chances of his wheel becoming perfectly true are slight, unless he puts it in the hands of a man who does nothing else at the factory. The great trouble with the nickel of the present day is not the quality, but the length of time that it is immersed in the bath. The finest nickel I ever saw came from this city, and I should think the man would advertise in THE WHEEL. The great trouble with riders is that they neglect their machines, and allow them to rust, and the rim is always the first to suffer. For my part I prefer enameled wheels, and the balance of the machine plated. I think I have taken too much of your space, but I will, perhaps, discuss the matter in a future paper. J.

MORE STARLIGHT.

Editor of the Wheel:—In regard to the question of the American Star Bicycle, my opinion is that the Star is a much inferior machine to the crank machines. I have ridden a Star a great many times, and found it a much harder machine to handle, and with less freedom than the crank machine. It has an unpleasant racking motion, and in riding over rough roads, the crank machines are much safer, especially in turning sharp curves; the large wheel of the Star has a tendency to slide outward, and a crank machine will glide around as smooth as one could wish. The upward and downward motion is very tiring to the limbs. And in regard to sand-holes and ruts, I would by far risk my chances on a crank machine, and in coasting think them much safer. I have ridden the Standard, Special, Expert, Columbia and Star, and think the Expert the finest wheel made.

C. A. P.

LOUISVILLE LETTER.

LOUISVILLE, Jan. 26th, 1883.

Editor of the Wheel:—The Southern Exposition Co. has purchased the ground on which the out-door track of Kentucky Club is situated, and the old Exposition building, in which we have our Winter in-door track, is to be torn down in the Spring, to make way for a new Custom House. Alas! what will we do without a race track—especially the Kentucky Club boys, who enjoyed their track to the fullest extent, while they had it. The Louisville boys have been singularly successful in racings, having defeated every thing that has come our way. Poor Chicago, we have downed them four times. Try again, Chicago, and perhaps you will come out on top next time.

In the opinion of Louisville bicyclers, the Columbia ball-bearing is by far the best bearing on the market, and while we admit the Expert, as a machine, is a trifle too heavy, still with the bearings, and taking everything into consideration, it is, in our opinion, the best roadster on the American market.

An Expert, which has been in constant use almost six months, was turned up on an Acme stand and ran a little over six minutes.

An improvement on the Expert, we think, would be, drooped handle-bars, something like the Sanspareil. One of the boys who rides a 54-inch Expert took a pair of 28-inch handle-bars and drooped them at the end about an inch or inch-and-a-half, and now uses them. They measure, when applied to wheel, about 26½ inches. The effect is fine, as the improvement adds both beauty and comfort.

The Falls City Club is now on a better footing than it ever was—with a membership of 14. It has some live, active members.

A club-room nicely furnished and handsome uniforms are among the near possibilities of the Kentucky Club. 2757.

BALL OF THE THORNDYKE CLUB.

Editor of the Wheel:—I send inclosed cuttings from the *Beverly Citizen*, giving an account of the first annual ball of the Thorndyke Bi. Club, of that place, which took place Thursday, Feb. 8th, and was in every respect highly successful. To my sorrow, I was unable to be there; but from a friend who was present, I am able to give your readers a slight idea of how the affair went off.

The exhibition commenced with a club drill by six picked men of the Lawrence Bi. Club, who opened the eyes of the natives to the beauties of our "steed," in parade and club movements; then came fancy riding, by Tufts, of Attleboro, also some new feature in balancing.

Then double riding by Messrs. Scott, of Lowell, and Tufts, and the *finale* was given by Mr. Putnam of Lowell *à la* Rollinson, in his attempt to learn to ride, all of which was finely executed and hugely enjoyed by the very large audience present.

The "light fantastic" was then commenced, and kept up till the "wee sma' hours," and in breaking up, all present were fully satisfied of the "Thorndyke's" powers to make anything of the sort successful in every way, shape or manner. Out-of-town bicyclers were loud in their praise of the hospitality shown, and this event tends still more to strengthen the already cordial feeling among the members of our L. E. C. W.

The familiar countenances of President Currier; L. A. W. Consul Philbrick; Executives Shirley, Winship, and Robson, of the L. E. C. W.; Faulkner, of Lynn; and last, but not at all least, was our old friend, "Geesee," were among those noted as present, and enjoyed themselves.

Mr. E. Putnam was Manager, and Messrs. Whitney and Woodbury, Directors; assisted by efficient aids. Music by Salem Cadet Band.

In noting many such pleasant events, we riders can hardly call it the "winter of our discontent," for surely nothing keeps the interest in the wheel world more alive than such social events as these.

Happy is the wheelman who belongs to any such live club, and yet there are some riders who see no use in clubs!

Again, I am made happy in being remembered, and miserable that I cannot make use of my ticket to the first regular sociable of the Ixion's.

Thanks, Brother Sanford, may I some time be able to return the compliment.

Only Wilmot could ride here now, and "Geesee" must put his wheel away, for at the present time we are completely buried in snow, so bicycler news is *nix*. "S69."

HAVERHILL, Mass., Feb. 12, 1883.

OUR BOSTON LETTER.

The grand event of this week in Boston was the annual dinner of the Massachusetts Club. Seventy clubmen and guests sat down at the Vendome on Tuesday evening. The fleshpots engaged the attention of all present until 9 o'clock, when President Williams, after giving a few statistics of the club's doings, called on Treas. Gilman, of Nashua, to answer for the L. A. W. Gilman gave the League an energetic push, and was followed by Chief Consul

Weston, who did the same for the B. T. C. President Hodges responded for the Boston Club, and in his remarks made some allusions that caused a slight sparring between he and ex-President Pratt.

Chief Consul Pratt responded for the Massachusetts Division L. A. W., Rev. S. L. Gracey for the clergy, Mr. Oliver for the Citizens' Club of New York, M. D. Curren for the L. A. W. Representative J. F. McClure for the *Wheelman*, and the Col. and J. S. Dean gave some reminiscences of early club life and wheeling.

I was disappointed in Editor Gilman. I expected his usual good poem, but, still smarting under your sarcasms, he would only give us a leader on the League.

Dear WHEEL, you ought not to be sarcastic with our Boston poet. You deprive us of one of our chief pleasures at our socials.

The Boylston Club, under C. W. Reed, gave some fine selections in the intervals.

Among the guests I noticed Representative Winship, of Lynn; Geo. H. Day, of the Hartford; Cham. Wilmot, Fourdrinier, of the Bostons; and Joe Dean whispered in my ear that he saw the "Owl." Well, perhaps he did: he certainly looked hard enough for him.

On the whole, the dinner was a most enjoyable affair, but as I passed the ante-room on my way home, I heard it whispered that it was not quite up to the standard of last year.

The next sensation will be the races on Washington's Birthday. Young, of 26-hour fame, is to run an exhibition mile, and Prince will "have a go" at the two-mile records of Moore and Frye. The programme includes a mile race in heats, a mile novices' race, a boys' race, and the championships of the Bay State Wheel Club and of the Chelsea Club. Burnham is training at the Institute, and swears that he will polish off any New Yorker that comes on. John Wilson is rushing around the Institute track and talking big on the strength of his \$10 deposit to run against Prince, while Jack says nothing, but shoots around the course in a way that makes the betting men feel in their pockets to see if any money is left to put up on him. The Massachusetts men are bragging of their 64,550-mile record, and threatening to boom things with their new board of officers, while the Bostons are quiet, but are doubtless plotting runs and excursions for next season. The Ramblers sigh for some one to drill with them, and the Crescents are entirely lost to sight. Editor McClure has a slight relapse. Mr. Dolph has left for home fully satisfied with Eastern racing. Mr. Spaulding, of Spaulding & Bro., Chicago, is with us, and so is one of the K. C. W.'s. I hope to see them all on the 22d at the Institute, where we will show them what racing really is.

Prince has deposited \$200 with the *Globe* as forfeit to run Leroy, the horseman, for \$1,000. P. says it's no funny business this time, but good, hard racing. Every one is anxious to know who is to run with Prince. Perhaps it is the "Professor;" he was rushing around here a few days ago; but after the late unpleasantness at New York it seems hardly possible. PERCY.

GOSSIP FROM THE KLUB KAT.

WASHINGTON, D. C., Feb. 16th, 1883.

"How long is this deuced rain to last?" is in every wheelman's lips in Washington just now. The answer is (I whisper it in your ear,) until the pool championship series of the Capital Club is finished. Special arrangements have been made with Gen. Hazen, and the club-rooms are crowded every one of these

drizzling evenings with a jovial crowd talking over wheel events—the next League meet, the Cleveland drill squad, Dr. Coleman's proposed California trip, the Ixion sociable—and watching the shots of the aspirants for the cue championship. At present President Howard heads the list, but ex-Captain Owen is pushing him hard, while Captain Seely glories in a score of 15 games won and 40 lost.

Secretary Moses gathers a little crowd around him every night and rehearses the good points of the Portland roadster, and has induced four members by his glowing descriptions to join him in an order.

Ex-President Hawley is doing his best to give up bicycling, but his whole-souled enthusiasm will not be subdued, and at the last rink performance of the "Capitalists" he is currently reported to have been the noisiest man in the audience. He says that he "can't look his honest 'hopper' in the face without feeling ashamed."

The ladies' man of the club walks circumspectly, and is more subdued since his recent attempt to "pick up" a young lady who turned out to be the wife of a club member who was with him at the time. The question of the day is, "Mr. C—k, how is Mrs. F—x?"

McK. Borden came out in all his medals at the recent banquet, and even overshadowed the remembrance of the resplendent "Pit." in the minds of the new ones.

"Slugger" Smith is in abject woe, since some fiend has entered an interference in the case of his application for a patent on his celluloid sock. He consoles himself by polishing his "Royal," and recklessly spends his money on his left-handed game of pool.

President Howard, in footing up his semi-annual accounts the other day, found that he had paid for 27 new spokes for his "Yale" in three months, and straightway started for "Scrib's" and bought the enameled Expert. The "long-haired" Dodge (C. R.) is so much pleased with it that you may expect some reference to Harrington's enamel in the next installment of "A Shadow Love."

Philadelphia men will be sorry to learn that Berryhill has lost his first-born. The whole club sympathizes heartily with the dear old fellow in his affliction.

A club run has been called for Washington's Birthday, and 50 "Caps" are expected to dine at Cabin John's Bridge. "Joe," the new associate member, who prides himself on having barked Nicolini's shin on shipboard, and having thereby caused the divine Patti great distress, will make his first run at that time, and has ordered the ambulance and club Dr., Graves (what an appropriate name!) to meet him at Georgetown.

New York and Washington wheelmen bid fair to be good friends, we think. We know the Ixions and approve of them. The Citizens we want to meet as a club, for the genial Dr. Beckwith has given us a foretaste of what we may expect. "Capt. Tommy" and my namesake, Oliver, and your comfortable and good-looking self, friend Jenkins—we like you all and want to see you often. Come down on a Saturday night and take a Sunday run with us! We'll tap a keg and bring in a hamper, and "Straiton & Storms' best" are always plenty. Fraternally,

OLIVER.

FROM THE CLUBS.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

FIXTURES.

SATURDAYS—Musical evening at the Citizens' rooms, 2 East 60th Street, at 8 P.M. All invited.

MERIDEN WHEEL.—A very select and fashionable audience assembled at the Town Hall Wednesday evening, the attraction being an exhibition of bicycle riding by D. J. Canary and six members of the Meriden Wheel Club. The floor was in excellent condition, as were also the riders, who looked very neat in their uniforms. The entertainment opened with a club drill, under the direction of Captain Rust. They went through many figures surprising for their complexity. William W. Parker won the slow race, best two in three. After this race Canary made his appearance on his bicycle amid loud applause. He then proceeded to give a very wonderful exhibition of fancy riding, amid loud and long continued cheers. Fancy double riding followed by Canary and Ives and Canary and Parker, which also evoked much applause. Canary next gave his wonderful feats of balancing himself on his machine. He concluded with an imitation of the beginner, with side-splitting effect.

BOSTON RAMBLERS.—At the annual meeting, Tuesday evening, the same officers were re-elected for the ensuing year: President, S. S. McClure; Secretary and Treasurer, A. H. Forbush; Captain, C. S. Howard; First Lieutenant, W. P. Haskell; Second Lieutenant, F. L. Flocken; First Bugler, E. R. Benson; Second Bugler, W. C. Stahl.

CORNELL.—Our club was organized in September, 1882. Although quite small now, we have prospects of a large increase next spring; our members are all students in Cornell University; we have regular races in connection with our Field Day sports; in good weather we have a club run every Saturday afternoon; during the winter our riding has been somewhat interfered with, but we have not been idle; we have adopted a club uniform, cap and badge; have rooms in which are kept THE WHEEL as well as several other bicycle papers; have occasional spreads, etc.; our President is Mr. F. P. Ingalls, and our Captain, Mr. E. J. Lorber. H. W. KELLOGG, Sec'y.

FOREST CITY.—The Forest City Bicycle Club, of Ontario, recently elected the following officers: President, George Burns; Secretary, Wm. Kenlysidess; Captain, Robert Burns; First Lieutenant, Robert Beg; Second Lieutenant, Mr. Wallace; Buglers, Messrs. Digman and Cameron. The club has a membership of forty-three.

HERMES.—The Hermes Bicycle Club, of Chicago, will give a tournament on the 22d of this month, which will begin early in the afternoon and will be continued through the evening. The afternoon programme will comprise one-quarter and one-half mile dashes, two-mile handicap, five-mile dash and three-mile handicap. The evening programme will consist of a two-mile heat race, ten-mile dash and a one-mile heat race for those who have never won an event. The Louisville Club will participate in the races.

OVERLIN.—We have organized a club in Oberlin with a nucleus of five members, and a prospect of twice as many in a few months. It is called the Oberlin College Bi. Club (O.C. Bi.C.), and it begins its headlong career with C. H. Scott as President, and Gerald S. Lee as Secretary and Treasurer; Walter Stine, of Sandusky, as Captain; J. E. Williams, of Delaware, as Lieutenant. Respectfully, GERALD S. LEE, Sec'y.

ELMIRA.—At the election of officers of the Elmira Bi. Club, held last month, the following were chosen: Lou. Brown, President; J. B. Coy Kendall, Captain; Chas. Bowman, Lieutenant, and John Zimmerman, Secretary and Treasurer. We have an active member-

ship of fifteen, and will probably increase it to twenty-five in the Spring. We have pleasant headquarters, a large hall for riding, and we would be happy to welcome any brother wheelman who comes this way.

We read your bright little paper with a great deal of interest, and hope its years may be as many and shining as the spokes in our wheels.

Can you tell me what the best time for 100 yards slow race is? We have two members who have made slower time than I have seen published. If you want to ride come and see us, as we have had good roads all the year.

NEMO.

ROCHESTER.—At the annual meeting of the Rochester Bi. Club, held February 6th, 1883, the following officers were elected for the ensuing year: President, W. H. Learned; Captain, W. J. Curtis; Lieutenant, E. H. Jennings; Drill Master, W. J. Curtis; Secretary, C. H. Polley; Treasurer, F. B. Graves; Bugler, A. M. Bennett; First Guide, A. M. Bennett; Second Guide, M. B. Punnett; Executive Committee, W. H. Learned, W. J. Curtis, C. H. Polley, F. B. Graves, F. F. Chase, R. A. Punnett, W. E. Williams.

The new suit will consist of dark green coat and trousers, maroon stockings, white shirt laced with a maroon cord, and a cap with small visor. The club colors are blue and old gold.

W. J. CURTIS, Captain.

ELMIRA.—At a special meeting of the Elmira Bicycle Club, of Elmira, N. Y., held last evening, we had fifteen acting members out of possible seventeen. After inserting the clause required by the L.A.W., compelling members to be and remain members of the L.A.W. so long as they were members of our club, the entire number placed their names on the list for joining the League, and by ten o'clock this a.m., we had the other two remaining members, also two non acting members and two honorary members (and cash all paid in), which makes twenty-one, or the entire membership enrolled on our books at present (acting, non-acting or honorary).

You see we had the nut already to crack, and at the first stroke of the hammer it went off. If you can find anything in this that will interest your readers or help the interests of the L.A.W., use it.

Yours, respectfully, L. H. BROWN,
Pres. E. Bi. C.

[Bravo! Now nominate one of your members for Consul, and forward his name to the Chief Consul for confirmation.—ED.]

AMUSEMENT NOTES.

All the theatres have extra matinees on Washington's Birthday.

Seats have to be secured two weeks in advance at Wallack's.

The Boston Ideal Company spend a week at the 5th Avenue with a varied programme.

Fritz retires from the Cosmopolitan Theatre next Monday, and is replaced by "Old Shipmates." We are glad to see Manager Stewart at his old accustomed place.

The Casino seems to have lost none of its charms.

The Parisian Romance still draws crowded houses.

Miss Emma Bobbitt has a benefit at Steinway Hall, Friday, February 15th. She has many friends in cycling circles, and should receive from them the support of their presence and applause, both of which are merited by the undoubted talent she possesses.



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FRED. JENKINS, - - - - Editor.
CHAS. E. PRATT, - - - Editorial Contributor.
C. J. HOWARD, } - - Artistic Contributors.
A. D. WHEELER, }

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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. Make all Checks and Money Orders payable to OLIVER & JENKINS.

NOMINATIONS FOR STATE OFFICERS, 1883. (Elections, March 1st.)

State Consul.—Dr. N. M. Beckwith, N. Y.

Representatives.—Dr. A. G. Coleman, Canandaigua, N. Y.; C. K. Alley, Buffalo, N. Y.

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THE CHAMPIONSHIPS.

For a number of years it has been the custom of that governing body in athletic circles, the National Association of Amateur Athletes of America, to hold an annual race meeting, at which suitable medals representing the Amateur Championship of America were given for each of the known games as practiced in the athletic clubs composing the Association, such as walking, running, putting the shot, pole leaping, tug-of-war, etc., etc. In the year 1879, bicycling having become a recognized feature of athletics, a two-mile race was added to the programme, and the winner was recognized as the champion. In 1880, the League was formed, but no action was taken, and no provision made for the holding of a championship race meeting, and the task fell upon

the N.A.A.A.A., who provided a medal, as before, at their regular annual Fall meeting. It then looked as if the League had resigned the matter to the athletic body, who were only too glad to add an attractive feature to their programme.

The following Spring, however, a rupture occurred between the two organizations, the L. A. W. and the N.A.A.A.A. The latter association, finding that their athletes were being led astray by the large prizes offered at picnic and unauthorized games of social societies, in order to protect the interests of the athletic clubs, who were gradually losing money at their race meetings, they passed the celebrated iron-clad rule, which excluded from the Championships all men who had competed in unauthorized games.

This worked particularly hard with bicyclers who had been competing in State and County fair races which had not been approved. Mr. L. H. Johnson, who won the two previous championships, was barred out on that account. The League had in the mean time done nothing to protect the interests of the wheelmen, and this last blow had the effect of awaking them to action, as the Fall of 1881 witnessed a League race meeting held in this city, which, for reasons that need no repetition here, resulted in financial failure, and a deficiency of about two hundred odd dollars. This, however, resulted in the creation of two champions: one holding the championship medal of the N.A.A.A.A., and the other the medal given by the League. That Fall, the Racing Board were appointed, governing rules framed, and it looked as if the League at last were taking active measures to protect the interests of their racing men. These rules were adopted at the Chicago Meeting. In the mean time, the N.A.A.A.A. had determined to change the date of their race meeting from September to June, and had decided to combine with the League and give two championship events, the medals being engraved as representing the two associations. The medals, however, were furnished by the N.A.A.A.A., the League conceding gate receipts, which was a very equitable arrangement. The mile race for the League championship was not given, as the notice was too short to allow the holder of the medal to get in proper training, and as Mr. Frye had met with a severe accident, it was no more than justice to him that it was postponed.

In the Fall the race was held, and resulted in another financial loss to the League, and goes to prove that it will be some time before a separate race meeting can be made to pay, unless the Racing Board can devote considerably more time than they are able to spare in properly working one up. The remedy is easily applied, and it only remains that the Board of Officers to amend Rule 11 of the Constitution to read as follows:

“Once a year, preferably in Autumn, there shall be held a Race Meeting, under the auspices of the League and the National Association of Amateur Athletes, for which suitable cham-

pionship medals shall be provided. These races open to all Amateurs. There will also be a prize offered for the League Championship (distance one mile), open to League members only, which shall remain the property of the League, until it shall be won three times by the same competitors.”

By the above amendment, it will be seen that the League Championship will be given at the games of the N.A.A.A.A., in June, and consequently there will be no confusion of titles. The N.A.A.A.A. will provide the medals for a two and a five mile race, the League to provide its own medals for the mile event, the League conceding all claim to any share of the gate receipts, and the N.A.A.A.A. agreeing to the appointment of an official time-keeper and three judges for all the bicycle races. At a meeting of the N.A.A.A.A., held the other evening, the Secretary of the Racing Board appeared before the Association and stated the case, in accordance with the resolution adopted at the last Board meeting. The following report on the subject has been transmitted to us by the Secretary of the N.A.A.A.A.:

Resolved.—That the League of American Wheelmen may hold their one mile bicycle race at our next Championship Meeting, and that the two and five mile bicycle races be given by this Association at said meeting.

By this agreement the two large governing bodies in athletic circles are brought into friendly relations. It will result in a saving to the League, both in money and trouble, and the dignity of the L. A. W. is not compromised in the least. The League still remains the governing body in bicycle races, the National Association sanctioning all their races, and the League in turn recognizes the N.A.A.A.A. and its approved clubs.

We sincerely hope the officers will give this matter their closest attention, as it is one of the important questions that will be discussed at the next officers' meeting. Of the other amendments, we shall review them in a future issue.

ANNUAL DINNER OF THE MASSACHUSETTS CLUB.

On Tuesday Evening, February 17, the Massachusetts Club of Boston held their annual banquet at the Hotel Vendome. About seventy sat down, including a dozen or so invited guests. The dinner consisted of some eight or ten courses, served *a la Vendome* and was greatly enjoyed by all present, with the exception, perhaps, of our friend Joy, who was somewhat under the weather, and consequently could not show his usual appreciation.

On the appearance of coffee and cigars, the newly-elected president, Mr. Henry T. Williams, opened the ball by enumerating the runs made by the club during the past season. “The club had made in all thirty-six runs. Of these, thirteen were all-day runs; sixteen afternoon runs; four, morning runs; and three, moonlight runs. The largest number present at any one run was thirty-four, the smallest number two. The club at one time held the long-distance record, four members having made 118 miles in one day. The largest wheel, a sixty-inch; the smallest, a forty-six.” He then spoke of a challenge existing between the

Massachusetts and Boston clubs, as to which had ridden the most miles during the year. The record of the Massachusetts Club, as handed to him at that time, was as follows:

Total number miles covered by club....64,500
Highest individual record (by E. R. Drew)..... 6,000

Mr. Freeborn then read a very amusing letter from H. E. Parkhurst, a member at present in Germany, after which W. V. Gilman, of Nashua, the present treasurer of the League, was called upon to respond for the organization, for which he is so energetically working. He delivered a well-timed address on the practical benefits of the L.A.W. Chief Consul Weston responded for the B.T.C. in his usual happy manner. Mr. Fred S. Pratt, L.A.W.C.C. for Massachusetts, answered the toast to the Massachusetts State Division, when Mr. Williams called upon the recently elected president of the Boston Club, Mr. E. C. Hodges, who opened his remarks by saying "that the real reason that the Boston Club had not kept a record of their mileage was that the Massachusetts had taken an undue advantage of them by going to Wellesley College." He alluded to the relations of the two clubs towards each other then and formerly existing, and "trusted that the future would bring nothing but harmony." Mr. Hodges' address was followed by a champagne song, by the Boylston Glee Club, which was vigorously applauded. The toast to the clergy was very pleasingly responded to by Mr. Gracey, who took the first premium, a Columbia bicycle, offered by the Wheelman Co., for the best article from the pen of a clergyman. Mr. Gracey was three years in the cavalry service in the Army of the Potomac, and spoke of the radical differences between riding a horse and a bicycle. Col. Pope, the first president of the Massachusetts Club, gave some very amusing reminiscences of the first year's experiences of the club. Mr. Robinson responded for the Crescents, and Mr. Oliver for the Citizens.

Mr. Pratt's address was a reply to Mr. Hodges, in which, in a good natured, but telling way, he took some pointed exceptions to what the latter gentleman had said. Editor Gilman, in lieu of his usual poem, gave the leader of the last issue of the *World*. Mr. Day, of the Hartford Club, who, by-the-way, holds the championship for brevity of speech, said, "If you will spare me, I will spare you." Mr. Dean, of Boston; Representative Currie, of Lawrence; and J. F. McClure, of *The Wheelman*, were the remaining speakers. All had expected to hear from vice-president Parsons, but Mr. Williams being obliged to take the train for New York, Mr. Parsons took the chair. The whole affair was a success, and terminated about twelve o'clock. O.

TO NEW YORK STATE REPRESENTATIVES, CONSULS AND LEAGUE MEMBERS.

Gentlemen:—I appear before you in an official capacity in obedience to an edict promulgated by our worthy President Miller, setting forth that my quiet enjoyment of the privileges of a modest, unassuming League member is to be encroached upon, and that for a time I am to assume the duties, labors, joys and sorrows, not forgetting the dignity, of your Chief Consul. Whether my future course shall prove an imputation on the excellent judgment hitherto displayed by our Chief Executive remains to be proven. In making my official debut, I do not propose to lay out a defined course of action, but rather to introduce myself

to you in legal form and throw out a few hints for your consideration and guidance in the future. The present is an unfortunate season of the year to assume the duties of an office representing so many important interests, at a time when the pulse of your enthusiasm has grown sluggish and weak from long months of inactivity, but we hope, by a vigorous application of the official prod, to awaken the dormant energies so long recumbent within you to the realization of an active and brilliant future, for the cause we represent. There is an immense field for action before us, and it becomes each and all of us to be up and doing. I promise to do all that within me lies, and I trust no member of my official staff will be found derelict in the faithful discharge of the duties incumbent upon him. There is much to be accomplished, and if our efforts be crowned with success they must be vigorous and to the point. We have telling examples before us of what has been accomplished in other States by vigorous work and well defined organization; the same good results may be brought about here, if the proper effort be put forth. It rests with you and I, my Brothers, whether this praiseworthy cause meets with the success it so richly deserves. We have not the advantages possessed by some of our sister States in point of numbers, but with concentrated action our membership may be greatly increased, and our efficiency as a part of the League body corporate be established. It becomes all, whether club members or individual Leaguers, to allow no opportunity to pass without securing to the cause all the aid possible. I urge upon all former Leaguers to avail themselves of the opportunity to renew their memberships, pay up their dues, and come into active service. Let every member use his best endeavors to extend the influence and benefits accruing from League membership by soliciting desirable recruits. Numbers are continually passing out from active membership, and none of us should lose sight of the importance of recruiting. To the Representatives and local Consuls I would say that in your efforts rests much of the success of our cause. You are supposed to be men of action, and the best suited to fill the important offices you have accepted. If you cannot fulfill the obligation incumbent upon you, send in your resignations at once, and we will endeavor to appoint men in your stead who will fill the bill. We want no dead wood, and, while on this point, I will urge clubs to nominate only such men as will secure the best possible efficient work in their district. I have, in accepting this appointment, assumed much responsibility, and that for the success of my efforts I shall be personally held responsible. I shall therefore see that none are allowed to shirk duty, without receiving a vigorous application of the official rod.

From the papers still in the hands of my predecessor in office, and through our State Representatives and local Consuls, I shall secure a list of all bicyclers in the State, and to you individually I shall appeal to aid me in every possible way to promote our worthy designs. When we have had time to properly adjust the official harness, and arrange a line of action, we will again come before you. In the mean time let every individual member of the League exert himself to retain its present membership, and secure as many desirable recruits as possible. In this manner our effectiveness, morally and numerically, will be enhanced, and we shall ultimately see the good results of our labors by being placed where representatives of the great Empire State should be, in the front rank of the fraternity.

Yours truly, N. MALON BECKWITH,

New York, C.C.L.A.W., 21 W. 37th St.

COMING EVENTS.

MARCH 3.—Entries close for the five mile handicap (sanctioned by the L.A.W.), at Industrial Hall, Broad and Wood Streets, Philadelphia, March 10th, at 7.30. Fee, fifty cents, to H. B. Hart, 813 Archer Street, Philadelphia, Pa. On the same evening, Woodside and Morgan will ride a twenty-five mile race, for a purse, and Miss Maggie Wallace will ride five miles against time, being her first public appearance in America. An exhibition of fancy riding is also promised.

ACCEPTANCE.

MR. W. H. MILLER, President L. A. W.—*Dear Sir*: I take much pleasure in accepting the appointment as "Chief Consul" for New York State, and shall use my best endeavors to fill the office with credit to myself and good results to the League.

Thanking you for this demonstration of your confidence I remain fraternally yours,

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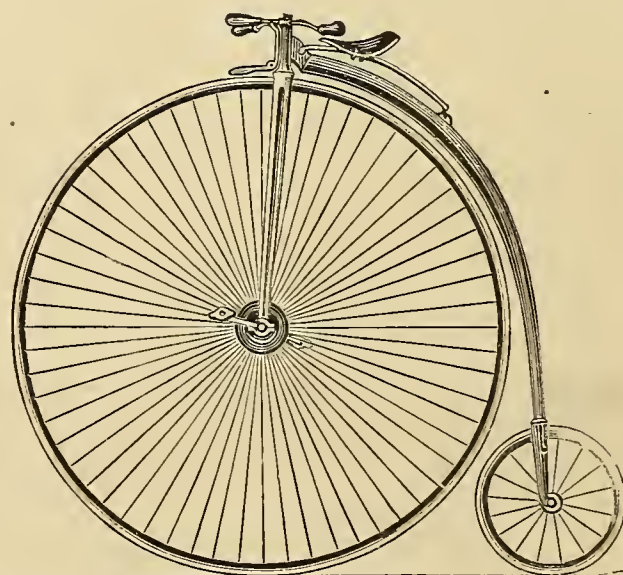
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WHY NOT USE NICKEL ON THE FELLOES?

LANDISVILLE, PA., January 22, 1883.

Editor of the Wheel:—I have been in the bicycle ranks for two years, and have taken an interest in bicycle affairs for about five years. Well do I remember, in 1878, when I first concerned myself about wheel matters. At that time there were few in the country, yet I would have purchased one at once had not the price been too steep for my purse—and let me tell you *that* is the serious objection of many persons at the present time, and will be to any one who has never ridden.

Another, and I think just as great an evil—so to speak, is the extravagant rates asked for nickel-plated machines. I think \$100 to \$125 is quite enough for the best of wheels, after a sufficient number have been once sold to reduce cost of machinery, etc., in their manufacture. These are serious drawbacks to the promotion of this pleasant and healthful exercise. I for one am not in favor of monopoly, foreign or domestic, when it tends to keep a good article at too high a figure for more general use.

I am the possessor of a 46-inch Standard Columbia painted, and find it good, yet it seems (although mine is a late and improved machine) a machine must bring over \$125 to be strong, rigid and well nickeled. I am willing to give \$125 for a 50-inch nickeled machine with nickeled felloes, but where are such? The most of the better machines, like the Club, Sanspareil, etc., have painted felloes and cost over \$135. Why not nickel the fellow too? I think it adds 50 per cent. to a bicycle's appearance. For instance, the Mariette Bi. Club have twelve full nickeled Experts, and there is no club of same size to equal them in appearance. The fellow makes it.

You say, why not get an Expert? First, for a domestic machine they are rather high in price; secondly, they have been made a little too heavy; and thirdly, the nickle on them don't do as good as it should.

I want a nickeled 50-inch machine this Spring, and the Club and Sanspareil suit me well, except the painted fellow. Let us hear from you, brother wheelmen, and perhaps the makers or importers will give ear to what we want. Yours, DAVY DERBY.

FROM THE COAST OF MASSACHUSETTS.

MARBLEHEAD, MASS., Jan. 8th, 1883.

"What's in a name!" There is a club in Salem (so I'm told) glorying in the breezy name of Atlantic (not a bad name for a marine club, by the way). It has somehow got the idea that its name has been adopted by the Marblehead Club. Now, there are several reasons why the Atlantics are in error. First, the Marbleheaders have not changed their name; but I guess the other reasons are unnecessary. I don't know how large a club the Atlantic is. I heard, during the past season, mysterious hintings at such an organization, but having never met one of its members in any of my rambles about the old county of

Essex, I had concluded that the club was a myth. I can't find its name on the L.E.C.W. roll, and I thought all the clubs in the county were attached thereto. However, dear Atlantics, rest assured that the Marblehead boys will not "filch from you your good name." Should they ever desire a change, they will probably make a little attempt at originality and not appropriate the name of an already-existing club. If there really *is* such a club as the Atlantic, I hope it will show itself by another season.

But Salem has one club of whose existence I can vouch, having recently sat at its festive board. The Marblehead Club was entertained by the Hawthorne's at their headquarters on Essex street, the other evening. A programme of much variety was finely carried out, closing with a supper. The roads between the two places being very rough, the boys couldn't go on their wheels, so a carriage was brought into requisition.

On Christmas, eight members of the Star Club of Lynn, under command of Frank Faulkner, gave an exhibition drill at the Coliseum in that city. They went through some fifteen different evolutions in a very creditable manner, and won much applause for their graceful movements.

Shake, "869." The tailor who makes *my* next bicycle suit makes it as *I* want it. A concern that advertises in the *World* made my last suit, or more correctly, my riding costume. It was not a *suit*; if it was I should like to know whom it suited. It certainly didn't me, albeit a firm that makes a specialty of such things got it up. I had to have my small clothes remade, and even then they were not satisfactory. But let the fiend of the scissors and goose, again try to impose upon "Geese!"

I shall have to defer my history of the League of Essex County Wheelmen to some future letter.

We're all snowed up in this part of the country, although we had excellent wheeling up to the 4th inst. GEESSE.

CLEVELAND NOTES.

CLEVELAND, Jan. 15th, 1883.

Editor of the Wheel:—A word to the wise is sufficient, and as I (to a certain extent) consider myself wise, the word has been sufficient; and as I am not a fighting-man, and do not wish to provoke a challenge from the editor, hence this letter.

The new year was ushered in by the Clevelands in their new riding quarters, the Roller Rink, by a short club drill, on Tuesday evening, and a little fancy riding afterwards. The previous day, however, being the first of the year, and a holiday, was taken advantage of by a number of riders for long and short spins, some of whom were bold enough to tackle the country roads for about twenty miles in the snow storm of the afternoon, while others rode to the skating rink and about the city. I see that snow and ice riding is attracting consider-

able attention and commendation from riders now, and I wish to signify my unqualified praise to it.

Observing the apparent ease with which some of our local wheelmen rode over the snowy streets, and learning from them their enjoyment in the same, I resolved to try for myself. So wrapping myself warmly up, my fiery steed wasled out with a feeling of temerity, and I prepared to mount; a hop or so and I was in the saddle, delighted to be again, after over a month's rest, and considerably surprised in the ease with which my equilibrium was kept. To close, I can but say, "go thou and do likewise."

The club have obtained the use of the Roller Rink as riding quarters, between the hours of 6 and 7:30, and 10 and 12 P.M., the club paying nothing for the use of the same, but are to give an exhibition the latter part of the month, all lucre from which goes to the Roller Rink. Every evening a number of the members may be found there, practicing fancy riding and tearing around to see how fast they can go a mile on the seventeen-and-a-half lap track.

Mlle. Louise Armaindo was here in December, and on Saturday, December 23, at 2 P.M., started in the Roller Rink to beat the 100-mile record which, as the papers informed us the next day, she did, completing the 100 miles in a little less than nine hours. So just put down Cleveland as the place in which the 100-mile record was lowered. The minutes and seconds will not count this time, neither the distance from the pole. We want that *record*, and we are going to *have it*. * * * Mr. L. J. Pease, formerly of Columbus, now of Pittsburg, was in the city a short time ago.

There has been some talk of changing the club uniform in several minor things, and the club is split on stockings, and there is a maroon stocking party and a dark-green stocking party, the dark-green at present having a little the best of it.

The Owl asks Namelos if he don't agree with him that Place is a daisy? and as Shakespeare justly says, that:

"What great ones do,
The less will prattle of,

—*Twelfth Night*.

I hereby openly avow that the said Place is a daisy, and express my regret that his Arizona silver mine will keep him there until next Fall, so that he will be unable to have a try for some of the prizes we will offer at a large race meeting next Spring.

Now, as I hope the editor has long ago given up all thought of challenging me, and I have no more to say, I will subscribe myself.

NAMELOS.

CONCERNING THE STAR.

LOUISVILLE, KY., Jan. 15th, 1883.

Editor of the Wheel:—I note what our fellow wheelman "D," says, in his communication

asking for Star light, and, with your permission, will try to shed a few rays on the subject. That your readers may know I write from actual experience, I will say, that I commenced bicycling several years ago on a 46-inch Harvard. Within a few weeks after my wheel arrived, I made a four-day's road run, riding 40, 36, 25, and 52 miles, in the order given. A short time after I made a two week's tour through Central Kentucky, riding about 40 miles a day. I did my best to get perfect control of my machine, learned all the mounts, dismounts, and a number of fancy tricks, but never did learn to make an all-day road run without headers. Nevertheless, I enjoyed the road riding, but can say with truth, that I never knew the delights of bicycling until I owned and coasted on a Star.

I have ridden a Star in company with our best road riders, on runs of 30, 40, 50, and 75 miles, reaching tops of hills among the first, and always distancing them on the down grades.

I do not know a rider of a crank-machine, fool-hardy enough to attempt to pass my Star on a down grade, and can recall several instances where crank riders have received severe headers in their vain efforts to keep up. When riding a crank-machine, was never able to find a comfortable coasting position. Will admit legs over handles to be a relief from constant churning one must keep up, but it is not comfortable, and will not compare with any one of several coasting positions on a Star. It would be an easy matter to continue making comparisons—all favorable to the Star—but will close by saying, that I have gained safety, comfort, and speed, by riding this best of all bicycles, and am more than delighted with the change from cranks to levers.

Yours truly, "H."

MORE "STAR" LIGHT SUPPLIED.

NOBLESVILLE, Ind., Jan. 9, 1883.

Editor of the Wheel:—I, as a reader of the WHEEL, and a bicycle enthusiast, wish to answer the Washington letter of inquiry, which appeared in the WHEEL last week, concerning the "American Star Bicycle."

I was a rider of the Columbia machine, and am now spending most of my time, weather permitting, on a 54-inch American Star, and after eighteen months riding, I can, without partiality, say it is the most perfect and practicable machine on the road.

Safety is its crowning feature. This I have tested to the satisfaction of numbers of bicyclers and myself. Headers are out of the question. In returning home from a short moon-light run it was necessary for me to light my hub lamp, that I might see to descend a long hill hedged in by tall trees. As usual in such cases, the lamp jerked out, and I risked the hill at a ten-mile gait. At the foot of the declivity, some boys had placed a seven inch fence post across my path, and made it firm with rocks. I, of course, struck the post square, and for the

instant, I thought I would be killed. My machine mounted it, passed over it without throwing me, which is proven by the boys, who were lying in wait. The scheme was laid by parties owning crank machines. I was much provoked, but am happy to know that they are satisfied as to the safety of the "Star."

Comfort is the next merit of the Star Bicycle. A person is seated more comfortable on its saddle than on that of a horse. No strain on the arms to overcome the power of the feet, and the body is not continually being twisted in trying to follow the guiding wheel; small rocks never interfere with the direction of the body, as the small wheel will give to one side or the other, and of its own inclination return to its parallel position. The motion of the feet and legs is very natural, and not near so tiresome as the crank-motion, and being able to rest occasionally from using the pedals when downing a hill or on a long run is a wonderful help. No dead center enables us to climb steep hills slowly and with greater ease than dismounting and walking up.

Coasting at the speed of a lightning express is as exciting and jolly as coasting with a sled, and is not so dangerous.

In fact, a person feels as much at home on a "Star" after he has learned to ride, as if he were walking, for he knows if he runs into a frozen rut or over a stick of wood he cannot fall hard, for there is but one way to fall (side-ways), and one can always land on his feet. I have never had a quick fall, and don't see how any one could.

So far as speed is concerned, the "Star" is surely ahead of all other bicycles. The multiplied motion is a great item, and the pedals will return as quick as you can raise the foot, and then one push of the pedal throws the wheel once around, and in fast riding we are thrown farther than this, as the machine goes on while we are taking in for another stroke.

This application of the clutch motion is a scientific success, and Mr. Pressy deserves much credit for having found such a useful application of the principle.

I claim that a skilled rider on both crank and lever machines, can ride faster on the latter. I am an amateur, and not yet open to a challenge, but I have record of a mile in three minutes. After Spring opens, I will, I think, come under that. This Summer I will furnish THE WHEEL my record from time to time, as I progress. I have not yet lost a race among friends here in the State, and we have some "rapid boys." Tricks and fancy riding on the "Star" are more numerous, and are more varied than on the crank machine. As the Star is mounted and handled with so much ease, one can not help but like it. I weigh 129 pounds, and ride a 52 pound machine. Our turnpikes are good, and long rides are quite common. My ride of seventy miles averaged eight miles an hour. Twelve miles is my longest hour's ride. Would he pleased to have some

of the Touring Club jaunt West and see the roads in Ohio and Indiana.

Yours, respectfully,

S-U-T-E.

NEWTON BI. CLUB RECEPTION.

On the 23d inst., the WHEEL was represented at a very pleasant reception given by the Newton Bi. Club of Newton, Mass. The Colonel, his wife, a charming Miss Brown, and the writer, drew up to the hall just in time to witness the opening festivities. A large and brilliantly-dressed bevy of the divine beauty were already on the floor, and a very pretty sight were they, with their stalwart partners, all of whom were in bicycle costume. The card consisted of waltzes, quadrilles, and galops. The music furnished by the Boston Cadet Band was excellent. During the intermission the entire company adjourned to the supper room, where a bountiful collation was served by the Newton caterer. It being quite chilly in the refreshment room, the writer was fortunate enough to have a *cape-on* (and a very pretty one too) which he secured for the opening waltz. Representations of the Massachusetts, Boston, and Crescent Clubs, of Boston, and the Citizens Club, of New York, were present. About half after one the last quadrille was danced, and all went home rejoicing, particularly the Colonel and the Miss Brown, aforesaid. Thanks to the able management of the committee, every body felt at home and had a good time, and the whole affair was eminently successful. O.

AMUSEMENT NOTES.

Mr. J. K. Emmet has again struck oil, and his new play, "Fritz Among the Gypsies," is drawing crowded houses. He is the same happy spirit as of old, and his new play is likely to attain to a lasting hold upon his admirers. The support is very good. Not the least interesting feature is the acting of little Peggy Miller. The \$2,500 dog, "Baird," was purchased from Col. Pope's brother.

WHAT THE "HERALD" THINKS OF OUR CONTEMPORARY.

The Wheelman, a monthly magazine, published in Boston, is a curious and noteworthy enterprise. Its theme is the bicycle, and its entire contents are borne on the saddle of that now popular machine. It has stories, excellently written, wherein all the personages are riders of the bicycle; it has poems, quite up to the level of magazine verse, which display the romantic or the sentimental side of the bicycle, and it has illustrations, capitally drawn, in which the bicycle is depicted in the most perilous positions. Besides this, it chronicles the movements of innumerable clubs, notable tours and famous runs, and its prosperity marks the extraordinary growth in America of one of the most healthful forms of exercise that machinery has added to nature.

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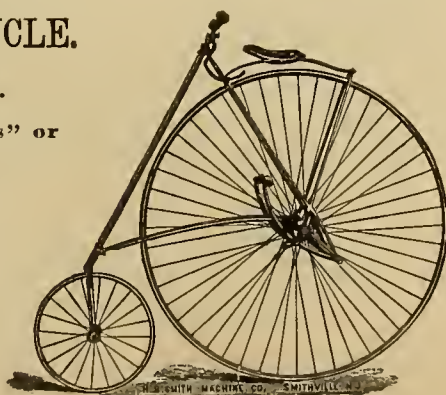
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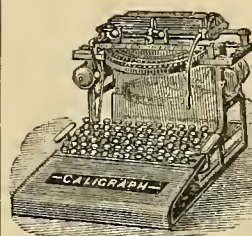
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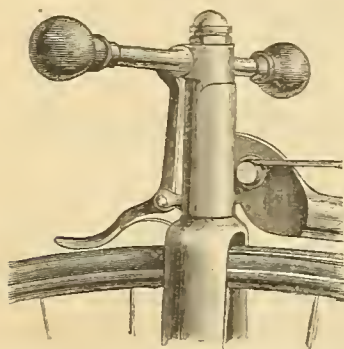
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