

THE WHEEL

A JOURNAL OF CYCLING

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THE CONNECTICUT'S RECEPTION.

The young men of Hartford and many of the older ones are prone to take hold of athletic sports as amateurs, and in base ball, bicycling, football, canoeing and lawn tennis the city holds a high place. For the past few years there has been a steady and successful interest aroused in the delightful recreation of bicycling, mainly due to the efforts of the Connecticut Bicycle Club, which embraces on its enrollment list many of the best amateur gentlemen in the city. The club has recently established its headquarters in the Hartford Fire Insurance Company's building, and in order to assist in defraying the expense of furnishing the rooms a bicycle exhibition was decided upon and this was held Wednesday evening at the Union Armory.

At 8 o'clock, the hour when the exhibition began, the armory was packed with spectators, among whom were many ladies and visiting wheelmen from Springfield, New Haven and Meriden. Handsome programmes of the exhibition, containing also the numbers of a fine concert given by Colt's Band, were distributed and furnished information to the uninitiated of what was going on. The appearance of twelve members of the Connecticut Club, under command of Captain Charles E. Chase, was greeted with great applause. The club wore their handsome uniforms of olive green, and their white dress helmets added to their appearance. Each man rode a nickel-plated machine, and the club formations and tactics were executed with military rapidity and precision. The outlining of the figure eight was splendidly performed and was liberally applauded.

Master George H. Nash, of Willimantic, then gave an exhibition of fancy and trick riding, concluding with the difficult feat of riding a single wheel. Eight members of the Springfield Club next appeared and gave a club-drill with fine effect, and then Master C. E. Fennessey, a Springfield lad, showed marked proficiency with his wheel. The next attraction was a drill by the eight men from the New Haven Ramblers. Their wheelings and formations by twos and fours were executed with that ease and precision which always results from judicious training, and as they swept about the rink, the rubber tires of their wheels giving forth no sound, the audience broke forth with frequent applause. Messrs. Wilmot and Sewell, the professional riders, gave an exhibition of fancy riding, in which their wonderful command of the bicycle was clearly shown.

Daniel J. Canary's exhibition was then given, and his feats were perhaps the finest of the entertainment. Forward or backward he rode upon his machine at will, and his balancing acts were greatly admired. He also gave a fine exhibition upon the single wheel. The exhibition was brought to a close by a second appearance of Messrs. Wilmot and Sewell, who performed a number of gymnastic feats upon a single machine.

After the performance the Connecticut club entertained their visitors with a lunch at Henblein's, at which congratulatory speeches were made. The prizes were awarded as follows: Best club drill, silver ice-pitcher, New Haven Ramblers; second prize, silver cigar box, Springfield Bicycle Club. For fancy riding, Master Nash, first prize, silk umbrella; Mr. Fennessey, second prize, miniature telescope.

A NOVEL COMPANION.

Editor of the Wheel:

I had an experience on one of my rides recently which was new to me, though I have ridden two years, and may perhaps interest some of your readers.

Having stopped at a hotel about 8 miles from home, and while imbibing a cheering glass of beer (that wasn't the new experience, by the way), two neighbors of mine rode upon horse-back, and also halted for refreshment. One of them stayed to dine, but the other concluded to ride home with me.

At first I rode up beside him with some hesitation, fearing the horse would be frightened, but he didn't mind the glittering wheel at all, and before we had ridden far seemed to consider me as company worth having, for he regulated his pace almost exactly with mine.

At one place, having a good foot-path and slight down grade, I thought I would see if he would follow my pace, so gradually kept increasing it. He kept to his trot for some time, gradually increasing his stride, but as I made the pedals fly faster and faster, the pace became too hot for his trotting powers, and he broke into a gallop, still keeping close beside me, though his rider let him take his own pace.

Later on, my friend went slowly by a short cut road, while I made a long turn over a road better suited to the wheel. As the two roads gradually converged, the horse saw me ahead in the distance and came after me in a hurry without urging.

We did the 8 miles in something less than an hour over roads rather rough and heavy at times, and at parting my friend said he

was surprised to find how easy it was to ride with a bicycle companion, quite as easy, in fact, as with another horseman. On my ride the horseman proved good company, as he could keep beside me by taking the rough part of the road while I picked my way, when another bicycle would have had to run in single file.

Of course, it was nothing new that a bicyclist would ride beside a horse, but the two are usually considered so antagonistic, the possible pleasure of such companionship had not struck me before.

This may give a hint to some with young lady friends who ride horseback, but haven't yet aspired to ride the wheel. * * * *

NEW YORK, November 26, 1883.

DRESS PROPERLY.

Editor of The Wheel: I read with great interest your editorial article, "Ride with Care," in THE WHEEL of the 9th. In addition, might it not be well to enjoin wheelmen to refrain from bicycling in long "pants?" The writer feels to a certain extent privileged to suggest this caution, having had painful experience in "croppers" from this cause. While speeding last June my pantaloons caught between the fork and crank. The header I took necessitated my being carried to a surgeon's to have my face sewed up in two places. This piece of foolhardiness also caused me painful hours in bed.

Hoping this hint may save some of your readers pain and expense, I remain,

Fraternally yours, RHY.

IS THE EXPERT RIGHTLY NAMED?

We are pleased to see, Mr. Editor, the healthy discussion in THE WHEEL upon the relative merits of "The Expert" vs. "other makes of machines," and we trust you will be able to give space for another expert to have his little say about our home-made machine and the machines of our English cousins. We quite agree with the sentiments expressed by your correspondent "Moore," that "Hannah C" has striven to sweep overboard at one effort all machines but "The Expert," and it is quite probable that "Hannah C" has never ridden any other machine than an Expert, and never, critically and with the eye of a machinist, examined other makes, and consequently is not an "expert" in any sense of the word.

That the "Expert" is a good machine no one well informed will for a moment deny, nor will any one deny but that it is a great deal better machine than a great many makes in the market; but to say that it is

superior to a majority of the best established wheels of English make is *fallacy* that must come either from prejudice or lack of proper observation.

In any wheel there is a vast difference between *faulty construction and room for improvement*, and this remark applies with equal force to the "Expert," wherein there are both *faulty construction and room for improvement*, viz.:

The construction of "The Expert" is faulty in the backbone and brake.

If one will take a tape measure and measure the circumference of the backbone behind the spring roller clip, and again where the backbone or perch joins the neck, he will find the circumference and consequently the diameter greatest behind the clip instead of at the neck, while it should be either the same or greatest at the neck; and this reverse taper in a *measure* accounts for so many broken backbones. The brake and brake lever is not only *too light and flimsy*, but will yield, and are of soft material, and consequently weak. It should be twice as stout and of *modified* construction, to be efficient.

As to *room for improvement*, the following points come to the mind of the writer:

1st. A better grade of metal, or more improved method of manipulating it; for, as broken handle bars, backbones, and pedal pins will attest, as well as the expressed opinion of machinists, all go to show that the Expert should be made of better material.

The writer took a short tour this season with a wheelman who is a fine and dashing rider, but who never rode his Expert without an extra pedal pin, and who has broken many pins and handle bars this season.

2d. This machine (the Expert) is unnecessarily heavy in the forks, backbone, and spokes, and what is taken out in metal (5 to 8 lbs.) should be made up in *quality*.

3d. Hollow rear forks would lessen the weight and improve the machine.

4th. A saddle spring that will not rattle, and, if possible, one that is movable at the head and fast at the back, or just exactly the reverse to the present mode of construction; for, while this is an accepted form, it is wrong in theory, for the following reason, viz., when an obstruction is met the concussion tends to bow the spring upwards against its fast forward end, and the liability of a "header" is increased; whereas, if the spring was fast at the back and movable forward, such concussion would fall upon the fast point and tend to flatten the spring, and thus be an element of safety.

5th. Double ball bearings for the large wheel—many of your readers will ridicule this suggestion; but, as "Phil Moore" says, "*our English cousins have not had their dozen odd years of experience for nothing*,"—and while single ball bearings should be used on racers, double ball bearings should be used on all roadsters, and the reasons therefor are obvious, and we were never so thoroughly convinced of this fact as after conversations with the manager of one of the largest English manufacturers and with Mr. Keene, the famous racer.

On a racing track, *smooth and prepared* for the purpose, there is no strain on the bearings such as occurs in road-riding, in crossing ruts, taking obstructions, sandholes and sandroads (such as we have in Jersey), and sudden up and down grades, for in all these things there is a lateral torsion to a wheel which single ball bearings will soon succumb to. Some contend that there is more friction in double bearings than in single; but the fact is, that with four rows of bearing

balls there are more steadying points and consequently less torsion and friction, and the strain on the four rows of balls is less in proportion than on two rows.

6th. Spokes of smaller gauge wire.

7th. Rims of a crescent or D. S. H. shape. So far as "elliptical" or "fluted" hollow forks are concerned, the writer believes that it is more a matter of taste than utility, for if properly made either will be amply stiff and unyielding.

We believe that, all points considered, the Clubs, Invincible, Rudge and Sanspareil machines are not only A No. 1, but the best machines in the market, and we further affirm our belief that the "American Club" machine stands to-day without a *superior* in this or the English market.

We are not prejudiced in favor of the "American Club," but we feel that it combines in *one machine* more points of excellence than can be found in any single wheel extant.

While we have on short stretches ridden and tried other makes of machines, we ride regularly a "Special Club," twin sister to the "American Club," a slightly lighter weight machine, our wheel weighing 42 lbs., complete with saddle, tool-bag, bell and cyclometer, and we can speak volumes in its praise, for while we have several times seen "stars," the *tarnel thing* never got so much as a bruise, and while we have ridden some of Jersey's worst roads and negotiated all hills any prudent wheelman would attempt, we have never broken anything, never bent anything but a crank slightly, and never in three seasons loosened a spoke, and we think with "Phil Moore" that the elliptical backbone is any day superior to the round, and we do not fear to enjoy a coast to the fullest meaning of the word over our elliptical perch.

We have heard it said, Mr. Editor, that the "Expert" will out-coast any other wheel, and why should not the accelerated velocity of an extra eight or ten pounds of wheel go faster and farther, the weight of riders being equal; but we have tried it in practice, and with weight of rider and size of wheel being equal, we find it don't work worth a sou.

But then, even this is not such a test of the easy running of a wheel as to its capabilities as a hill climber.

We have ridden "Experts" and find them very cumbersome and heavy, and we have had riders of Experts and other makes ride our mount and pronounce it a *marvel* of lightness and easy running.

We have ridden cobble stones, Belgian blocks, wood pavement, good and bad macadam and country roads and sand, and the machine is as good to-day as the day it came from old England, and what more, Mr. Editor, can any wheelman say in favor of his mount?

We have heard equally good opinions expressed of the mounts before named, but how will the opinions of the "Expert" and "Expert Racers" compare with them? We were told at Springfield, in September, by two prominent riders of "Expert Racers," that they were "N. G.," and that they would never mount another after this season.

We do not wish to be though running down and particularly depreciating the American machines, but we believe, for their own good, in telling them their faults. We, however, predict, from our knowledge of the energy and enterprise of the manufacturers of our home machines, that next season will see both, "Experts" and "Expert Racers," improved in vital points.

And in conclusion we will hope, Mr. Editor, that when all the suggestions of "Hannah C." and "Phil Moore" and your humble servant have been adopted for our "Expert" machines, they will be more correctly named than at the present time.

CEREES.

THE BUFFET CAR.

A New and Elegant Style of Pullman Car for the West Shore Route.

The Buffet Cars being built expressly for express train service on the New York, West Shore & Buffalo Railway, along the west shore of the Hudson river, are so called, because they are to be provided with a "buffet" or sideboard, which occupies a space eight feet by three and a half, and is situated immediately in front of the smoking room. The front of this cosy inclosure, facing the drawing-room, is plate-glass, partly screened by rich drapery. The finish of the "buffet" in bot wood-work and marquetry, corresponds with the interior of the car, and the effect of the design is highly pleasing, suggesting, as it does, in convenience and luxuriousness, an elegant sideboard, in a richly-appointed mansion. The perspective, looking from the main saloon, is one of harmonizing effect. From this elegant sideboard, which, in addition to the necessary fixtures, in miniature contains shelves for a circulating library, will be served to such as may desire it a delicate luncheon, such as a cup of French coffee, tea, a sandwich, or a cup of bouillon. This innovation, the conception of which originated with Mr. George M. Pullman, during a recent tour in Italy, is not designed to encroach upon the dining car, the hotel car, or the eating station, but, on the contrary, is intended to satisfy a vacuum arising between meals, or, in other words, to relieve faintness before breakfast, or slight hunger between meals, or, as it may often happen, to afford a delicacy for such passengers as may be too ill to leave the car. It is only reasonable to predict that the Buffet Cars of the West Shore route will prove a popular success.

THANKSGIVING DAY IN WASHINGTON.

If the day had been made to order it could not have been better suited to the wants of a bicycle run. Three days of sunshine after a rain had made the usually sandy roads of Maryland and Virginia smoother than the "oldest inhabitant" could remember.

The Capital Club celebrated the day by a 20-mile run to Marlboro' and return. Promptly at 8:30 they started with twenty men in line down Ninth street, Pennsylvania avenue, around the Capitol, across the Potomac, and out through Uniontown, the home of Frederick Douglass. To use a time-worn expression, "then came the tug of war." "Good Hope" hill proved anything but a good hope to some few. Arrived at the top, the head of the procession halted for stragglers. One by one they came, some pushing their wheels, while others persistently mounted the hill, surely but very slowly, and then, resting on their laurels and a neighboring fence, looked with triumphant looks on their less fortunate brethren.

It is needless to speak of the pleasures of the way—the headers, the stops for ginger pop, etc. Suffice it to say that the club took Marlboro' by storm. The colored citizens of the town (no small number) were especially interested, and came out in such

crowds that riding with safety was difficult. At 1.30 the club sat down to a bountiful repast of all the delicacies of Virginia. Seated at three tables (as much as the room could accommodate) with the President and Captain in an adjoining room, the boys warmed to their work, and the way the viands disappeared was a caution. The feast wound up with an English plum pudding, to which our British cousins could not have done better justice. And they only dragged themselves away by thinking of the long ride home. Allowing "several" members a half an hour to recover from the effects, the club started home at 3, to the music of the bugle—and an oyster horn.

Five or six men determined to beat the records for the Marlboro' road, which was done, Mr. Crossman making the twenty miles in 1 hour and 43 minutes without stops. The previous record was 1.49, excluding time for stops. Considering the many hills, and the unexpected "patches" of sand which the riders met, the record was excellent. The worthy President, strange to say, succumbed early, on account of too much dinner, it is whispered, as did several others.

The run was one of the pleasantest of the year, and will ever be remembered with "exceeding joy" by
SIMPLEX.

THE KEYSTONE'S BANQUET.

It has been the custom of the Keystone Bicycle Club to close its season of activity with a grand dinner, and, in the midst of comforts there usually found, look back over their history, relate the exploits and successes of the summer, and discuss the future.

The last, given at the Seventh Avenue Hotel, Thanksgiving eve, was enjoyed most heartily by the fourteen participants—so much so, in fact, that they concluded to either shorten the year, or close the season more frequently. To understand fully their unanimity on this point, one must hear them sing the closing lines of the club song, endorsed by every member as containing a truthful sentiment—

"Though to ride we are able,
We are best at the table,
Where we all turn out to a man."

After getting through with the *menu*, and seeing that none were under the table, (nothing stronger allowed than lemonade with a broom-stick in it, as our Capt. B. puts it), the President, J. W. Pears, cordially welcomed the members in a neat speech. Reports, solos, songs, speeches, and recitations—and jokes and toasts—followed, as one after another was called upon. All took part, and all were merry. This end of the entertainment was not inferior to the other. In the matter of jokes, we will say, to the wheeling world, the K. B. C. don't occupy a place at the foot. They have men who can tell one in a funny way and not smile—men who can sally forth in the field of pleasantry and banter, do some lively slashing, and then retreat in good order. Any one can get in, bluster being all that is necessary, but it takes wit to get out.

They have men, too, good at something besides eating and talking. On the board spread out for the encouragement of slow members were the trophies won by the others in past contests, amounting to between six and seven hundred dollars in value. We name one man, Mr. Groundy, who seldom fails to win what he rides for, and whose business engagements alone saved the scalps of those Springfield chaps.
T. L. O.

BRITISHER'S LAMENT.

III.

To my friends and brother wheelmen
I would a tale relate
Of the mishaps and misfortunes
That have fallen to my fate.
And I'd call a special meeting
Of our brethren from afar,
To hear with long-drawn faces of
My ——— Yankee "Star."

You may think I'm rather hasty
In suggesting such a meet,
And perhaps I am a little,
Though to me 'twould be a treat,
To explain my blarsted lameness,
A bruise, two cuts, a scar,
That I got while out a ridin'
A ——— Yankee "Star."

I have ridden that concoction
Of spring and strap, so neat!
For perhaps a year' or longer.
Mounted it at every meet,
And they said I won it nobly,
Those wheelmen from afar,
When mounted for a race upon
That ——— Yankee "Star."

But now the dream is over,
And idle stands the steed
That carried me for many miles
With (greatly blowed-up) speed.
And although I own to stretching
The truth, perhaps, too far,
It was always stretched in favor
Of the ——— Yankee "Star."

In the early days of Autumn,
When the fruits begin to ripe,
You might have found me "speeding"
On the smooth Lancaster Pike,
And on the Southern Boulevard,
Disdaining "bob-tail" car,
I would ride to Old League Island
On my ——— Yankee "Star."

But one fated summer evening
A rut I failed to see,
Caused the "Star" by "revolution"
To land me up a tree.
And, "you bet," such elevation
Did every pleasure mar,
And since then I've never ridden
On that ——— Yankee "Star."

To my brethren of the cycle
And my dear friend, "Eastward Ho,"
I would add a word of caution,
But, perhaps, you chance to know
From experience, wise old tutor,
That your chance of going far
Into heaven (?), lies in riding
On a ——— Yankee "Star."
"OTHER FELLAH."

WESTERN JOTTINGS.

Editor of the Wheel: You ask for news from various places, so I forward you a few items from this city. The season seems to have closed with you in the East, but we are still active in this region. We have in this city about seventy-five wheelmen, two-thirds of whom are League members. All of the four clubs are flourishing, and hope to double their membership next season. The Eclipse have got into their new club rooms, and are consequently well fixed for the winter. The century runs which have taken

place in the East stirred our boys up, and two weeks ago twelve members of the various clubs started out to beat the State record, and succeeded easily, making one hundred miles in about ten hours' actual riding time and fifteen hours' stops included. Every week at least two, and sometimes all four of the clubs have club runs to Manchester, De Soto, St. Charles, the county line or various other places. Young, of the Eurotas, climbed Manchester hill not long ago, being the first and only man to conquer this much-abused hill, which the writer knows from experience with both, as almost, if not quite, the equal of the celebrated Corey hill. To-morrow the Missouri Club have their annual fall races at the Zoölogical Gardens. In the morning the four clubs will join in a parade and run through the parks, and in the afternoon will attend the races. More on this subject soon.

Thanksgiving has passed and winter is here, but the weather is still elegant and riding perfect in this region. Thanksgiving was a gala day with the wheelmen, and certainly a more perfect day could not be made to order. Mr. E. A. Clifford of Clarksville, the League Consul at that place, spent the day in the city as the guest of the Eclipse wheelmen. In the morning the Eclipse men and their guest and representatives from the Frisco and Missouri clubs, met at the Eclipse rooms and took a four-mile spin to Tower Grove Park, where a halt was made and some fancy riding indulged in by the ambitious members. After some spurring over the magnificent boulevards of the park, the line moved on to Shaw's Garden, and after a short halt to view the beauties of this park the riders wheeled to the residence of President Stone of the Missouris, where they were hospitably received. After leaving here a short cut was made across the country to the King's Highway, thence to the entrance of Forest Park. Here another halt was indulged in for the benefit of the lively members, who immediately seized the opportunity to improvise short races, both a foot and a wheel. After the party had been sufficiently amused by the attempts of the younger members to do the one-wheel act, the party proceeded to wheel over the gravelled avenues of the park, and leaving it at Lindell gate, moved down Lindell avenue to Grand and thence over the asphaltum surface of Pine street to the Planters' House, where an elegant Thanksgiving dinner was served to the non-racing members. After dinner the entire party rode to the Zoölogical Gardens, where the races of the Missouri Club were to come off. The notable features were the winning of the mile dash by E. C. Stone in 3:02, and the two-mile race, hands off, between Young, Davies, and Greenwood, Young being the winner. After the races forty men fell into line, and under the command of Captain Beckers rode down Grand and Pine to Jefferson avenue, where they disbanded.

The new Union League base ball club of this city, which is creating such a stir among the adherents of the national game, is putting a five-lap cinder track around the new ball grounds, to be used for cycling and sprinting. This is an encouragement which we fully appreciate, as latterly what between obstreperous horsemen and the abuse of the *Globe-Democrat*, we have been laboring under disadvantages. The *G.-D.*, for reasons known only to its editors, but probably because it is a cheap opportunity to curry favor with the many horsemen, continues to oppose us, while the *Republican* supports us,

admirably and gives us every encouragement the other papers remaining neutral and indifferent. The time is coming, though, and quickly, when every third-rate politician who seeks notoriety at the expense of the wheelmen, shall be made to feel their weight, and when boosted from his much too public position to the eminence of private life, he may know whom to thank. The coming generation does not partake of that indifference to politics which characterizes the voters of the present day. The very necessity of self-protection from the attacks of ward politicians and granger legislation, will compel the wheelmen to band against the common enemies and force them from their present position at the head of the government, national, State, and municipal.

JACK SHAW.

REMARKABLE TIME TO CONEY ISLAND.

Mr. Edward Pettus, captain of the Kings County Wheelmen, on Thanksgiving Day rode the distance of five and a half miles, actual survey, on the Coney Island Boulevard, of which many of our readers know the nature, from lower end of Prospect Park to the five and a half mile stone, in nineteen minutes, beating best known previous record, made by Mr. H. Stults, of twenty-two and three-quarter minutes.

THE TARRYTOWN RECORD.

PHILADELPHIA, NOV. 21, 1883.

Editor of the Wheel:—Now that the craze for road races is so strong, can any of your readers tell me the record from New York to Tarrytown? As far as I have been able to learn the best time is Howard Conkling's of 2.24, and I would like to know if it has been beaten. Yours truly,

EDWARD J. SHIRNER.

PLAINFIELD CLUB DOINGS.

To the Editor of the Wheel: It has been some time since I have noticed anything in the WHEEL concerning the Plainfield club; and wishing to inform our friends that we still live, I thought a few words concerning some of our doings might have that result.

We now number about twenty members, all of whom, of course, belong to the League, and additional names are to be considered at our next meeting.

On election day a run to Orange was indulged in by ten of our number. On reaching Springfield we were met by a delegation of Orange and Elizabeth wheelmen, who took us in hand, or to(e)w, rather, and leading us over their superb macadam roads, finally landed us at the Mansion House. Here we met a large number of the Citizens' Club, that had been drawn hither by reasons similar to our own. The run home was made through Newark to Elizabeth, at which point the train was taken for Plainfield.

Thanksgiving Day was also celebrated by a club run in the morning. The roads in the surrounding country being too rough to allow enjoyable riding, we had to confine ourselves largely to side paths. After a half hour's ride about town we turned our course toward Fanwood, thence by a good side path through Scotch Plains to the foot of Johnston's drive, a fine macadam roadway running along the top of the mountain back of Plainfield. Here all dismounted, and most of us walked to the top. From this

elevation the view is extended and beautiful, and as we remounted and whirled along over the smooth surface, feasting our eyes on the vast panorama spread out beneath us, we felt well paid for the extra exertion of the ascent. From the Plainfield end of the drive we had a good road for the balance of the run, and soon, with sharpened appetites, separated for our several homes.

What we shall do during the winter has hardly been decided upon, but we mean to keep up a lively club interest until riding opens in the spring.

Our club is now officered by the following gentlemen: President, Harold Serrell; Captain, D. M. Runyon; Sub-Captain, G. H. Craig; Secretary and Treasurer, R. Pound; Bugler, W. L. Serrell.

I remain, yours fraternally, R.

HOME AGAIN.

An enjoyable excursion of three weeks, beginning with the annual dinner of the Ixions at their road race to Yonkers, and terminating with one of A. L. Fennessy's genuine hearty hand shakings.

One week of thorough enjoyment was spent in N. Y. C. attending the popular entertainments, visiting with my numerous bicycle friends, and riding for the first time on the elegant macadam River Side Drive, that is now free to the wheelmen, as a result of the indomitable perseverance of the N. Y. League members. "*Labor omnia vincit.*" I was also delighted to learn that my co-R. R. committeeman, Mr. Graves, had been diligent in business, securing rates with the N. Y. C. & E. S. R. R. Companies. Well, I like to see the ball roll forward, crushing down opposition and prejudice. I next made a short tarry at New Haven, and was delighted to meet my friends again, who showed me no little kindness on my return home from the Sp. "Meet." A full acknowledgment of kindness on that occasion, elegant rides on shell roads, feasting, etc., was made in a letter I sent to the *World*, but as usual with all my communications to that paper it was cut down to a mere "squin."

A tarry of nearly two weeks at Fall River, sailing my new boat while waiting for a car to transport it home, was attended with no small amount of pleasure. "En route" for home, I could not pass through Springfield without stopping to see the wheelmen of "The Hub." Yours truly,

RUEDA.

CANANDAIGUA, N. Y., Nov. 29th, 1883.

RESTRICTIONS IN JERSEY CITY.

Editor of the Wheel:—I beg to acknowledge, with thanks, your favor of the 22d. Mr. Parsons sent me copies of the decisions, which have been of much use. The League found a good friend in Mr. John E. Scott, City Clerk of Jersey City. The clipping herewith will show you what has been done so far. Last Tuesday afternoon I presented Mr. Scott a copy of the decisions sent me, and requested that if nothing had yet been prepared for that night's meeting, that he would kindly put the matter in some shape for presentation to the Board of Aldermen. On Wednesday I called at Mr. Scott's office for information. He informed me that the gentlemen of the Staten Island Club did not put in an appearance with the promised papers and information, but that on receipt of my papers, etc., the matter had taken the shape noted in the *Journal*. I am of the

opinion that the law against bicycles in this city might have been overcome sometime ago, if the matter had been in the hands of some one person, and closely followed up—especially, followed up. Not only Mr. Scott, but the entire Board of Aldermen, are strangers to me, and so I feel indebted for the kind attention given the matter by Mr. Scott. I shall watch future proceedings, and hope to send you the good news of the repeal of the obnoxious law.

Yours truly,

GEORGE E. LONG.

[The clipping referred to is the resolution referring the question of bicycle riding to the Committee on Streets, in Jersey City, with a view of removing the law against it. It seems a pity that the New Jersey division have taken no interest in the matter, and have rendered little or no assistance. The case has been repeatedly noticed in the papers, as several wheelmen have been arrested for riding in the streets.—Ed.]

THE LEAGUE MEET.

Editor of the Wheel: It seems to be in order to discuss the matter of placing the next League meet. Now, the League of American Wheelmen meeting, at any city, will give as great a boom to that body in the adjoining territory, as does a national convention to the politics of that party in the same territory. Indiana is working hard to arouse interest in her boys, that they will ere long get their mounts, and be with us. She has a division of the L. A. W.—small, of course, as bicycling has never had a boom. Americans, especially Westerners, go much on sensation. Writer was in Mansfield, Ohio, for six weeks, last winter, with wheel. There were but two wheels in the place, and little or no interest in the matter of bicycling; did what talking he could, and the bicycle took a boom. Last week I saw in THE WHEEL, Mansfield Wheel Club—13.

We need a boom, and the annual meet West will help us. Indiana would do her best to entertain the League at Indianapolis. We expect to have a two days' meet next summer, and, should we put both together, it would help us very much. The whole West would be benefited; Cincinnati would be our second choice. We must have the League meet in the West somewhere. The East is so thoroughly aroused and enthused by the number of successful meets last summer, that I think the national meet might be given us out of the large number of meets they will have next summer. Roads in Indiana and Ohio are fine, and if we are honored by your presence, we will show you the best side of Buckeye and Hoosier hospitality.

Yours, fraternally,

L. M. WAINWRIGHT.

THANKSGIVING RUN AND ROAD RACE OF THE CLEVELAND BICYCLE CLUB.

The Cleveland Bicycle Club celebrated Thanksgiving Day with a very successful run and road race, with fine weather to help them out.

At 9 o'clock the clans began to arrive at the club house on Euclid avenue, and at 9.30 sixteen riders, under command of Captain Sholes, started for Rocky River, the objective point, which was reached at 11 A. M., with no particular incidents on the way save the usual header and a brush with a team. At 11.20 A. M. all the wheelmen except seven, who were to race in, started back to the city

to witness the finish, and take the times of the contestants.

The race was from Patchen's Hotel, at Rocky River, to the club headquarters, a distance of ten (10) miles, the start being at the top of a long hill, with an equally long hill to climb after reaching the bottom. For three and a half miles the road had to be taken, and was in poor condition, being frozen in places, with mud holes in others, a condition hard to realize, and yet harder to ride fast over; then came three miles of side-path, which was very muddy and had been very much cut up by the passing over it of so many wheels; then came three and a half miles of stone pavement through the busiest part of the city up to the headquarters. Messrs. G. H. Potter, F. P. Root, J. H. Collister, C. E. Denison, J. D. Pugh, Jr., and B. F. Bourne, faced the starter, and exactly 11:45 were given the word go, part riding and part walking down the hill, and all except G. H. Potter walking up the hill on the other side. On arriving at the top Potter was seen to have a substantial lead, the rest soon stringing out, Root, J. H. and George Collister keeping together for about three miles, when they, too, parted company, Root going ahead, followed by J. H. Collister and then George Collister, Potter increasing his lead in the meantime.

At the city limits Potter passed two of the party that had started in ahead, and at the viaduct two others. Shortly after reaching the city limits George Collister was passed by Denison.

The finish was as follows, timed by Messrs. Sholes and Ely:

G. H. Potter, 50 minutes; F. P. Root, 53 minutes; J. H. Collister, 56 minutes; C. E. Denison, 1 hour and 9 minutes; Geo. Collister, 1 hour and 13 minutes, the rest not finishing.

Shortly after the last man finished the men disappeared for their homes, making many a Thanksgiving dinner look sick with the keen appetites they had gotten in the race.

A CENTURY RUN.

Editor of the Wheel: On Sunday, 25th of November, Anthon Curtiss and W. I. Wilhelm, of Reading Bi-Club, left Reading at 6.30 A.M., intending to make a run to Harrisburg, and return same day, distance, 108. The first forty-one miles the road or pike was good, and we made same in four hours, including three-quarter hour stops on road. The remaining thirteen miles the road was in a horrible condition, and took us three hours. We met at P. & R. depot at Harrisburg two members of York Bicycle Club on their way home from a three days' run. We left Harrisburg on our return trip at 2.15 P.M., and had misfortune to get on wrong road, and after wading through mud for an hour, we again got back to the pike, and were overtaken by darkness, forty miles from Reading, without a lamp, and a strong wind dead against us. Some parts of road we made but three miles an hour, as it was very cloudy, and we had to ride slow. We arrived at Lebanon, twenty-six miles from Harrisburg, at 7 P.M., and left there at 8 P.M. for Reading. We found it hard work against the wind, but arrived in Reading at 1 A.M., 26th of November. Time was eighteen and a half hours. We stopped altogether five hours, and cyclometer registered 110 miles, making riding time thirteen and a half hours. This, we think very good, as roads were in a bad condition from a

three days' rain, and then we had forty miles to ride after dark, with a strong head-wind and no lamp.

Yours truly,
W. I. WILHELM.

L. A. W.

APPLICATIONS FOR MEMBERSHIP L. A. W.
No. 47. Total, 20. NEW YORK, Dec. 7, 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—3:

- 3481—Julius T. Festner, corner 12th and Farnam street, Omaha, Neb.
- 3485—John L. Brand, New Haven, Conn.
- 3491—Paul J. Nathanson, 94 Hill st., New Haven, Conn.

Belleville Bi. Club.—add 2.

- 3478—Erastus H. Stinson, Belleville, Ont.
- 3479—Robert E. Clarke, " "

New Haven Ramblers.—add 1:

- 3492—Fred. T. Munson, care of E. S. Kimberly, New Haven, Conn.

Rockford Bi. Club.—add 1:

- 3493—Luther L. Miller, 304 W. State street, Rockford, Ill.

INDIANA DIVISION—2.

Unattached—2:

- 3497—Milton O. Dole, Crawfordsville, Ind.
- 3498—Will E. Bryce, 13 E. South street, Indianapolis, Ind.

OHIO DIVISION—3:

Massillon Bi. Club.—add 3:

- 3499—J. V. R. Skinner, Massillon, Ohio.
- 3501—A. A. Bresee, " "
- 3502—A. C. Corns, " "

PENNSYLVANIA DIVISION—7.

Unattached—4:

- 3503—Rev. Geo. Wells Ely, Columbia, Pa.
- 3504—C. Herbert Miller, Huntington, " "
- 3507—Frederick Suare, " "
- 3508—Joseph W. Schneider, " "

York Bi. Club.—add 3:

- 3514—Geo. W. Thomas, York, Pa.
- 3515—Will H. Burnham, " "
- 3516—Lewis B. Horton, " "

NEW HAMPSHIRE DIVISION—1.

Rockingham Bi. Club.—add 1:

- 3518—Frederick Parsons, Portsmouth, N. H.

CONSULS APPOINTED.

MISSOURI.

- E. A. Clifford, Clarksville.
 - M. D. Rees, Jr., Jefferson City.
- Yours truly,
RICHARD GARVEY, C. C.

MARRIED.

BENTON—ARMSTRONG.—On Monday, December 3d, at Trinity Church, Capt. F. H. Benton (N. H. Bi. C.) to Lillian Idlewild, daughter of H. B. Armstrong, of New Haven.

WHEEL GOSSIP.

Out once more, but not riding yet.

We have received an excellent picture of the eight professionals in one group, but would suggest that in sending them out the names be printed on the back, as the picture costs thirty-three cents by letter postage.

We would like to know if any five or six men have a right to pass resolutions in the name of a State Division? We have an idea that such action can only be taken at a general meeting.

We are gradually getting our mail list into shape, and can make desired changes promptly. It is curious to note that about thirty League members move each week. A number have "gone West," but not a few have returned, proving that "though many be called, few are chosen."

Thanksgiving Day was pretty generally embraced for club runs, and the reports from the various parts of the country prove that the weather must have been wonderfully fine.

The record medals earned at New Haven were made by Doughty & Pedersen of this city, and are quite handsome.

We have one or two letters for Higham at our office, which will be forwarded on receipt of address.

Dr. R. B. Leach, of the Citizens' Club, has been obliged to go South on account of his health.

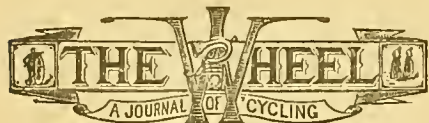
Dr. Coleman, of Canandaigua, met with an accident on Wednesday evening, while riding his bicycle in company with Dr. Booth. The two started for the lake at a lively gait. When the Doctor's wheel struck the edge of the bridge on the sidewalk by Robert Smith's residence, the concussion caused one of the handle bars to break, thereby causing the rider to lose control of his wheel. He was thrown forward, striking with great force on his head and face, rendering him insensible. This is the first serious accident the Doctor has sustained while riding over 7,000 miles on his wheel. The direct cause of this accident was the unevenness of the sidewalk at this point.—*Journal*.

There will be a two mile handicap at the Seventh Regiment games, on Saturday, December 8th, commencing at 8 o'clock.

On Monday, December 10th, there will be an exhibition at the riding hall, 214 E. 34th street, consisting of single and double fancy riding, interspersed with a little music and gymnastics. Mr. Dan. Canary will perform. Canary is now the recognized professional champion, and the entertainment will be well worth seeing.

READING—On Thanksgiving morning the R. Bi-Club took a short run to get up a good appetite for the turkey dinner waiting them on their return. A more delightful morning could not have been made to order, and roads were in excellent condition. The route was over the Oley Pike (one of our best), although somewhat hilly. As the hour for dinner approached the grumbling in ranks compelled us to take the back track, and signal was given to return. As this was the largest number ever before over the road at one time, the people were astonished as the army (to them) of nicked wheels swept by, and all arrived in Reading in good humor, and with all that could be desired in the way of an appetite. The many fine coasts on the road were fully enjoyed, and a more enjoyable run was never taken by any of us.

H. K. WHITNER,
Sec'y R. Bi-Club.



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,
45 West Thirty-fifth Street, N. Y.
N. M. BECKWITH, Pres. L. A. W. } Editorial
W. V. GILMAN, Treas. L. A. W. } Contributors.

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New York, December 7, 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.

NEW HAVEN'S TRACK.

At the tournament given by the New Haven Club, October 10th, the records from one to ten miles, with the exception of the 6th and 7th, were lowered. Since then there has been considerable discussion as to the correct measurement of the track, according to the League's standard of 18 in., and a surveyor's certificate was asked for. Unfortunately, Mr. Baxter, the city surveyor, was thrown from his carriage, dislocating his shoulder, and it has been impossible to have the track surveyed until now. The following certificate has just been sent us, and we gladly give it a prominent position, as it puts an end to the controversy, and proves conclusively that all requirements were met, and the times made there constitute the best on record in America, for the distances mentioned.

TO WHOM IT MAY CONCERN:

This may certify that I, Sylvanus Butler, Civil Engineer of the Town and County of New Haven, State of Connecticut, U. S. A., have, at the request of the New Haven Trotting Association, measured their track, located at Hamilton Park, in the said Town, County, and State, and found it to be two thousand six hundred and forty-six and three-quarters (2,646¾) feet, measured at

the distance of three (3) feet from the pole, said pole being defined by a line of posts, with a rail fastened at the top, which line of posts has been maintained in the same position for the space of the last fifteen years just passed, or more. At the request of the Captain and officers of the New Haven Bicycle Club, I have remeasured and determined its length according to the rules of the L. A. W., and find the first measurement correct; and that the Trotting Association have allowed the turf edge to extend beyond the line of posts to the distance, on a portion of the track, extending two and a half feet, trimmed in such a manner as to form a well defined line or pole, and that said track measured eighteen inches from said well defined line or pole, is two thousand six hundred and forty and a half (2,640½) feet in length.

Signed, SYLVANUS BUTLER
Civil Engineer.

NEW HAVEN, December 3, 1883.

Subscribed and sworn to before me, the }
day and year last above written. }

Signed, WILLIS G. JUDSON.
[SEAL.] Notary Public.

(True Copy.)

W. P. TYLER, M.D., C. L. A. W.

At the Springfield tournament we were assured by the management that the track measured a full mile eighteen inches from the pole, but as some question has been raised concerning it, we must ask for a surveyor's certificate before accepting the records made at that time. If the reported financial cloud that hangs over the Springfield Club has not been raised sufficiently to allow the expense of a survey, we will, in the interests of 'cycling, and for the preservation of American records, contribute a small sum towards defraying the expenses of any reputable surveyor that the Club may see fit to employ. We trust that the matter will receive due attention, as we would otherwise regret to throw out the excellent performances of our best racing men.

THE SCRANTON'S THANKSGIVING.

At the banquet given to the Scranton B. Clubs' Lieutenant, upon his return from Europe, the Captain announced a prize for a club road race to take place on Thanksgiving morning. The President humorously added he would give a turkey to the second man. Accordingly, six members appeared on the above mentioned morning, at 9.30 o'clock, ready to start. First to get away at the word of the Captain was Spencer, on a "Brit. Challenge" accompanied by the club surgeon on a "Mustang;" three minutes later, Scism's "Brit. Challenge," bore its rider after them. Another three minutes, and Kolp on a "Yale," was following "those who went before." Two minutes, and Lieut. Maeyer was making the wheels of his "Rudge" go 'round. Another two minutes, and Fillmore elevated himself to the saddle of his 60-in. "Yale," and speeded after. Scism broke a pedal pin, and retired 1½ m. from start. Spencer unfortunately coiled with a woman, causing him to lose time, which he could not regain before Kolp was within hailing distance of him at 2 miles from

start. Fillmore passed Maeyer at 2, Kolp at 3½, and Spencer at about 4 miles out. Spencer, after his header over the woman, pluckily kept ahead of Kolp to the turning point, 7½ miles out and back, to 6 m. from start, when a header on a rough part of the road, and a broken handle, let the riders change positions. Maeyer stopped to inquire the way of a strange girl, who proved to be deaf, thereby losing valuable time. The club surgeon, played with the other riders, Hanlan fashion, all along the road. He would wait for those in the rear, then speed ahead and catch the leader, and when about 3 m. from finish, and ½ m. from Fillmore, he made a bet, with a looker on, that he would beat Fillmore in. It might be well to mention here, the C. S. was mounted on a mustang pony. He won the bet, a box of cigars. The finish was 1½ m. from starting point, where Fillmore arrived in one hour and twenty-three minutes, Kolp fourteen minutes later, followed by Maeyer and Spencer, in the order named. Fillmore started with fourteen spokes out of his wheel, and footed it the last half mile in consequence. The club having an invitation to lunch with Mr. S. B. Vaughn, of Kingston, 17 miles away, ten members boarded the train in the afternoon for West Pittston, 10 miles. Then wheeled from there along the Susquehanna, through the beautiful valley of Wyoming that Campbell writes about, past the monument commemorative of the victims of the "Wyoming Massacre," to Mr. Vaughn's, 7 m. At his residence, a number of the fair sex, two members of the Wilkesbarre Club, and a large, well filled punch bowl awaits us. We do justice to the punch for a few minutes, when we are summoned to again mount our bicycle, and guided by our host, who is over fifty years of age, mounted on a 54 "Expert," accompanied by his ten-year-old son who is a very good rider. We wheel four or five miles farther along the river's side, through the streets, and around the Seminary of Kingston. We return to the house, and the punch bowl "brush up" are presented to the ladies, including our host's estimable wife and beautiful daughter. Our German member gives a recitation which is greatly enjoyed. We talk, laugh, sing, dance, eat the good lunch, and drink the good punch so bounteously supplied, till time for the last train, when we bid our kind host and new acquaintances reluctantly goodbye, and were carried to our homes, all well pleased with "The Scranton's Thanksgiving."

"POLK."

SCRANTON, Pa., Dec. 3, 1883.

THANKSGIVING DAY RUN.

The New Haven Bicycle Club, to the number of fourteen, assembled at 8.30 A. M. on Thanksgiving Day and proceeded to the City Hall, where they met his Honor Mayor H. G. Lewis, president of the club, and in front of the City Hall had a club photograph taken by Messrs. Bundy & Stoddard. After this the club took a morning run to the Forbes House, Morris Cove, a run which "Rueta" says he shall always remember as one of the most enjoyable he ever experienced. After a short stay, during which the members regaled and disported themselves after a fashion that bicyclers understand, they returned to the city with appetites whetted wherewith to attend the annual burial service of a very popular bird.

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3 — 52 “	“	“	“	“	“	“	127 50	105 00
1 — 53 “	“	“	“	“	“	“	130 00	107 00
2 — 54 “	“	“	“	“	“	“	130 00	107 00
1 — 55 “	“	“	“	“	“	“	132 50	109 00
1 — 56 “	“	“	“	“	“	“	132 60	109 00
1 — 57 “	“	“	“	“	“	“	135 00	110 00
1 — 58 “	“	“	“	“	“	“	135 00	110 00
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The intensely interesting fowl that promulgates criticisms, and renders opinions for the edification of the readers of the official organ, was right when it uttered the above-quoted words, immediately after the Springfield tournament. As long as the managers of race meetings insist on giving races where pecuniary gain is to be considered by the contestants, just so long will the public be deceived and cheated out of their rights. I cannot find a better example of this than at the Springfield tournament. While the amateur races were in progress, the audience went wild over the honest efforts of Midgley, Hendee, Corey, and Burnham, as they strove to attain the honors they desired, and the glory they had dreamed of. How was it in the professional events? Prince won the ten mile handicap, and was lustily cheered by the deceived spectators. But why did the four scratch men finish so close together? That question puzzled the people as they went to their homes. When the second day's races were over, surely they had no objections to a close race? Not at all. But then there was something strange about the entire procedure. It lacked genuineness. On the following day, during the 20-mile race, the public concluded that they had had the wool pulled over their eyes long enough, and gave vent to their feelings by rounds of hisses, when Prince went to the referee, and made a blunt protest. It is a fine sight to see four or five riders finish within a few yards of each other; but it is a still finer and invigorating spectacle to watch four men honestly striving for the lead. Those who had a good opportunity to watch the two races, and were good judges, besides, never doubted for a moment that both races were sold. In the 20-mile race one of the contestants was heard to remark, "Go up in your place, Blank." What he meant the reader can surmise. In short, the public never had, or never will have thorough confidence in professional racing men of any kind. The temptation is too great for most of them to refuse an opportunity to sell a race, and it is just such examples that give the people the dislike they possess in regard to professionals. And who can blame them. A large number of people, I am sorry to say, like to put their money on their favorites. And what is the result. The uncertainty as to who have been appointed to win is as great as who will win on his merits.

My advice to the public is, do not trust a professional racer, and to race managers, drop professional races like a hot potato. Who ever heard of an amateur selling a race? Such an action would insure a storm of indignation, and an eternal stigma would be cast upon the culprit. Amateur racers can be depended upon invariably to do their duty like honest men, but professionals cannot.

I am sorry to see young men getting in the habit of betting. It is wrong and should be discouraged by officers of clubs, and all true lovers of amateur sport. I was in hopes that bicycling would be an exception in the betting line of sport, but I see that I am partially, though not entirely, mistaken. A person can find all the amusement he desires in viewing the races, without risking his money on them. When a young man plays fast and loose with his money he is in danger, and should look out for breakers. Bicycling is a beautiful and healthful sport, and is fast becoming a

recognized feature of the health and amusement of young men of this period. But when the youth of this country insist on putting their spare cash on miserable risks, such as racing will always be, it cannot be wondered at if a stain is cast on amateur bicycling. I once overheard a friend remark that if the pool sellers and book makers would be allowed to be present, and ply their business at race meetings, they would pay.

The Springfield tournament proved that my friend, though as experienced as he was, was faulty in his argument. The managers would allow no book makers or pool sellers within the enclosure, and yet over 40,000 people assembled in three days to witness the splendid racing. A race meeting that cannot support itself without book-making, had better collapse than go on such a principle, and I hope that influential men will join me in my endeavors to free bicycling from an evil that may, some day, work disastrous results. Choke it while young, pull it up by the roots while it is yet possible, for if you do not, the outgrowth may prove disastrous. MERCURY.

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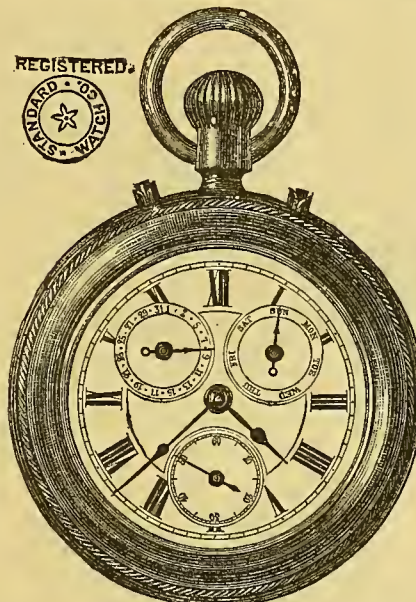
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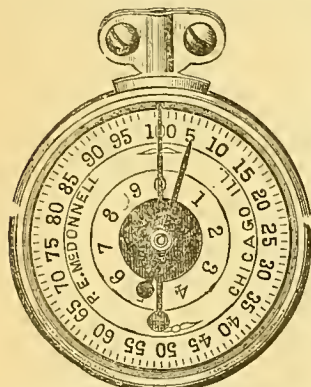
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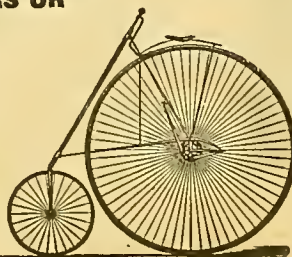
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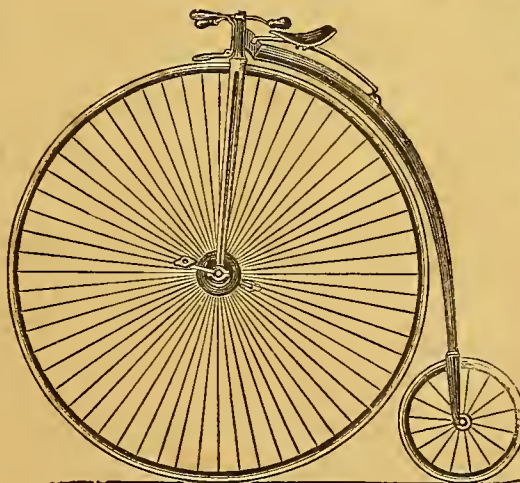
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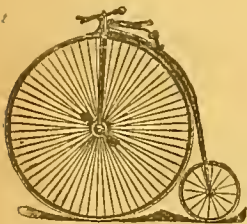
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