

THE WHEEL

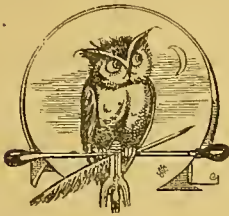
A JOURNAL OF CYCLING

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

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"I meant to have told you that stone was there," said the club infant to the club philosopher, who, riding along, took a header over a stone the size of a bucket. "Don't mention it," said the philosopher; "I have found it out for myself." 'Tis always thus—those who are polite go so easily through this world.

The Editor of this paper, while lying in bed with a leg incased in plaster, spends his spare time in humming "Beloved Star" and "The Merry, Merry Rider and the Star;" both old tunes, but very applicable to his present position.

The "K. C. W.'s" have adopted a new uniform, retaining the well-known brown color of their present riding suit, but substituting a more satisfactory material thereof.

The "Kicking Wheelmen," that pearl of exclusive clubs, have somewhat relaxed their iron rule of limited membership, to the extent of admitting one more member and a club goat.

The bicycle race at the grounds of the N. Y. Athletic Club, on Saturday, was closely finished. Mr. Pettus found in Louie Stearns a rider that had no difficulty in leaving him. A challenge from McMasters to Harris will next be in order.

"Amateur race meets for amateurs only" is a plank I would like to see inserted in the platform of every club or association giving races in the future. Amateur riders will draw better than professional exhibitors and hipodromers on the wheel, even where the time and riding of the former are much inferior to that of the latter. One bears the stamp always of honor and fair riding, while the other but too often shows the cloven foot of King "Fixed."

Now has come the season of the year when the wheelman enjoys the last few remaining spins allowed him, before Jack Frost, Esq., upon his cycle of ice, leaves the tracks

of his passing wheel upon our roadways, in the form of snow and slush and general discomfort to the wheel world.

"Are you going to the ball this winter?" Well, between New Haven, Meriden, and Springfield, I think the average cyclist will be safe in saying that "He should smile if he didn't."

Sometimes names are so suggestive. Did it ever strike you how appropriate the name of W. M. Wellman is for that handsome lieutenant of the New Haven Club. Health claims him for her own, and it needs not his name to tell me he is a well man, in that respect, though I do not wish to infer that in matters pertaining to the absorption of beverages, he follows his name, and quaffs only liquid from the "old oaken bucket that hangs in the well."

The *Amateur Athlete*, a journalistic infant which "passed over the river" at an early stage of its existence, is, I understand, to be rejuvenated, and once again make its bow to the athletic world.

W. C. Scribner, of the Washington Cyclist Club, was here last week, and, true to the promise I made for him in these notes a few weeks since, says that, should the honor be offered Washington by the League of holding their next annual meet there, that his club will see that it is appreciated, and the League entertained as becomes its dignity and standing.

The horses in a neighboring stable have for the last few days been suffering from a strange disease, similar in all respects to the lately prevailing "pink eye," only in the present case the eye of the animal was of a violet tinge, instead of the usual pink color. The veterinary surgeon, after being puzzled for several days over these strange symptoms, has concluded that it is the effect of the sufferings the poor brutes have undergone in hearing Tommie Hunt Sterry attempting to play "Sweet Violets" upon the banjo.

Lieut Pearson, of the Ixions, attempted to ride from New York to Philadelphia in a day, but was forced, through the poorness of the roads, to return after covering 47 miles of Jersey sand.

Pit says the coming race of this country is the "ride and run." This opinion is not so valuable as it might be, when one stops to consider that it may be fathered by the fact that Pit has won a prize at this form of racing.

There is some talk of appointing Marino Gualterio Costello—Walter Peoliy-Alfonso as standard bearer of the Ixions. It would be so convenient, and such a novelty, to have the club colors attached to the bearer's name, instead of on a staff, as at present.

I am from time to time in receipt of instructions from fault-finding outsiders as to how this column ought to be run. While I do not claim that it, more than other things human, is all it should be, yet I *do* assert that those who thus find fault have never yet, to my knowledge, contributed to the columns of this or any other cycling journal, anything else but their own fault-findings at those whose faults, be what they may, are not those of lack of inclination to aid the advancement of the sport by whatever means lie in their power.

The course of the road race of the Ixion Club embrace what is probably the most widely diversified character of road that can be found in this country within the little over fifteen miles they cover between this city and Yonkers.

My old and tried friend Weston, while overrun with accumulated labors, in consequence of his long vacation, still finds time to send a word of greeting to me, and to foretell for the future some startling changes in cycling associations.

Can anything more clearly show the rapid advancement of the age in which we live than the improvements taking place constantly in cycling? One no sooner equips himself with a mount declared perfect and unsurpassable, than the morrow sees it superseded; and his wheel is almost obsolete.

Throughout the land, from the amateur ranks everywhere, comes the cry "The professional must go," so far as his competition at race meets given by amateurs is concerned.

A prominent racing man of this city made two separate trips to Baltimore to capture the "ride and run" race at the race meet of the Maryland Club. He now sings in mournful strains "My Maryland, My Maryland," but nothing more—It rained.

The new club house of the Citizens will probably be completed before January 1st, '84. Among other improvements for the comfort of its members, too numerous to mention, will be an immense open fireplace in the parlor, capable of containing entire logs of wood, say four feet in length.

The *Sun*, whose columns on Sundays contain examples of the best poetic productions of the day, clips often from the *Wheelman*. No higher compliment, nor one better deserved, could be paid.

Throughout every clime, in every position and station of life, among the old and young, any and every where, has 'cycling found its devotees. One has but to see, to love thee, thou Prince of athletics.

The Ixions were royally entertained by their Vice-President, Mr. A. Van A. Winans, at his residence, Fifteenth street and Fifth avenue, on Thursday.

Burdette, the funny man, now takes the pedal mount, and says that among all the funny things he is capable of (and they are a legion) he knows none so very funny as taking this mount half way into the saddle, and complete it upon your face in the road.

Fullerton, an old time New York cyclist, but now a resident of Cheyenne, is visiting here again. He tells me that the roads for miles around there are magnificent riding, and that even among the Indians and cow boys does the hardy cyclist push his explorations for new roads to conquer. Several riders from Cheyenne have lately completed a trip through the Yellowstone Park, which, as I remember it, was a task upon horse (or rather mule) back.

Still languishes the Editor in durance vile, confined by his damaged limb; but ere the leaves and flowers begin to bud and blossom, will he once more be to the fore, working as is his wont, to advance the gospel of the cause.

G. W. Spooner, of the Pequonnock Wheel Club, of Bridgeport, is the guest of Lieut. Harris, of the Ixions. He reports wheel matters at home as undergoing an unabated boom, and says his club will probably follow the example set them, and join the C. T. C. in a body, adopting the uniform for a club dress. Next.

To imitate has, since the beginning of the world, been conceded to be the truest flattery possible. It is, therefore, with a feeling of pride that I notice a daily paper in South Bend has opened an "Owl" column, copied after this one, but devoted to town topics more than to cycling, though now and then creeps in the presence of the wheelman, who no doubt pushes the quill to supply the printer's devil with copy therefor.

It came near being my painful duty to chronicle the demise of the club infant in this column this week. An involuntary dismount down a fifteen-foot embankment, fortunately, however, resulted in nothing worse than a wrecked machine and a damaged limb a-la-Editor.

There is an old saying that "all roads lead to Rome." This, from a cycling point of view, is unfortunate, since riding has been forbidden in the streets of Rome (Georgia).

DIRECT FROM PROVIDENCE.

Editor of The Wheel: Perhaps a few words relative to riding, in and about this city, and the local club, may prove of interest to yourself and readers.

About three weeks ago, it being known to me that business would bring me to Providence for a week, I wrote to the Chief Con-

sul, for Rhode Island, Mr. A. G. Carpenter, for some information concerning roads, hotels, etc. In return I received an exceedingly cordial and pleasant letter from Mr. Carpenter, informing me that he and his club, would be pleased to care for me during my stay; and I must say that they have most heartily kept their word. My stay, thus far, has been "one round of pleasure and excitement." I arrived here on Monday morning last. During that day it rained very heavily; so much so as to make me fear that my riding was done for the week. It cleared off, however, in the night, and Tuesday morning broke clear and bright. In the forenoon Mr. Carpenter called and took me for a short walk about the town, and entertained me with an hour's playing on one of the finest church organs, for its size, that I have ever heard. (*Entre nous*, Mr. Carpenter is an exceedingly brilliant player on the piano, and an excellent organist. Would I were like him.) After dinner I started for a short spin, alone, to Pawtucket, four miles away. Contrary to my expectations, I found the roads in very fair order. On my arrival at Pawtucket, I made my way to the office of Mr. Bowen, the President, I believe, of the Pawtucket Bicycle Club. By him was introduced to Mr. Spencer, of the same club, who rode a part of the way back with me, and who managed to disgust me with my own spring, by allowing me to ride his machine, on which there was fixed an "Arab Cradle" spring. Result, have ordered an "A. C. S."

On our road home we were joined by a touring wheelman, who, after a few minutes' conversation, informed us that he was a Methodist clergyman, and that his name was Humphries, of New Bedford. He is a member of the L. A. W.; but unattached.

In the evening the Providence Bicycle Club entertained the Pawtucket Bicycle Club. The condition of the roads being imperfect, the visiting club drove into town. In the early part of the evening the two clubs, about thirty strong, attended the theatre. After the performance the gentlemen repaired to the Café St. George, and there sat down to an informal and very enjoyable supper. This lasted till nearly 2 A. M., and during that time much amusement was elicited from various gentlemen present, and numerous toasts (in harmless lemonade), showing the great good fellowship and kindly feeling existing between the two clubs, were proposed and drank.

On Wednesday, by agreement, Mr. Anthony, the President, and Mr. J. A. Reaves, the Captain of the Providence Bicycle Club, called for me, and we started for a run to Warren, eleven and a half miles away. On the way we picked up Mr. Danforth and Mr. Morgan (the latter of whom is a "Star" rider), both of the Providence Bicycle Club, and Mr. Spencer, my companion of the previous day, a number of the Pawtucket Bicycle Club, and a young gentleman who impressed me as an exceedingly pleasant and agreeable fellow. We returned home at 7 P. M., having been four hours in the saddle, and covering about thirty miles of country roads, not of the best.

On Thursday I had the great pleasure of driving with Mr. Carpenter and his wife, and afterwards enjoying a ride through "Roger Williams' Park." It was on this day, the last as it has turned out, of my riding days, that I had my first and only unpleasant accident, and as usual it was with the gentleman who dives horses, and who cannot seem to realize the possibility of some one else want-

ing a few inches of the road. However, I think that I came out ahead, for though we did not actually come to blows, I had the pleasure of pouring all the abuse and vituperation on his head that could be thought of in five minutes, and he took it without offering to resent it. I wonder why.

To-day is rainy and unfavorable to wheeling, and I shall not go out. As I fear that I shall be taking an unwonted amount of your space, here let me close. As to my treatment here, I cannot say enough. I have been taken the best of care of, and the men seem to have positively gone out of their way to make me feel pleasant, and have a good time. The L. A. W. Board of Officers could not have made a better choice, in their Chief Consul for Rhode Island, than Mr. A. G. Carpenter. Altogether, the wheelmen in this section are as whole-souled and nice a set of fellows as I ever met, I have made thousands of miles in the last five years.

One last word at parting. A man who calls himself H. H. Hall, or N. V. Hall, and who purports to be the Captain of the Washington Club, and who asserts that he has beaten Prince in racing, is somewhere in this vicinity, engaged in swindling such wheelmen as he can impose upon out of small sums of money. In a letter from Washington the Capital Club disown him, and brand him as an imposter. "Go thou and do likewise."

Hoping that I have not imposed on your good nature too long, and that you may have room for this screed,

I remain yours most fraternally,
"THESPIAN."

PROVIDENCE, November 2d, 1883.

CHICAGO NOTES.

Editor of the Wheel: In the fall of 1879 a bicycle tournament was given at the Exposition building, among the participants being Keen, Stanton, Terront, Cann, and a number of other prominent professionals. This affair was under the management of Haverly, and was advertised and run in the manner usual with that celebrated manager. Yet it was a failure in a financial way, scarcely paying expenses. The admission fee was fifty cents. At that time there was not a dozen bicyclers in the city, and to this was charged the failure. It is now estimated that the bicycle population of Chicago runs beyond five hundred, and when it was announced a week ago that another tournament on a large scale was to be given at the Madison street garden, embracing such celebrated professionals as Prince, Higham, Woodside, Morgan, and James, with an admission-fee of twenty-five cents, it was thought the manager would make a handsome profit; but another financial failure is recorded, almost as bad as the one of 1879. The Madison street garden is a fine 11-lap track of lengthened flooring, under cover, and lighted with electric light, and located in a central part of the city. The wheelmen of this city are now surprised—so is the manager of the tournament! It has always been a source of wonder to Chicago bicyclers why it is that in a city claiming to have as perfect wheeling as any other place in the country, with a large wheeling population, the bicycle has never made more display. So far as the essentials are concerned, Chicago wheelmen have accomplished much. Discriminations have been removed, popular sentiment won, every freedom secured, and the way of the bicyclist made smooth and pleasant. The bicyclers who were riding five years ago are still devotees of the wheel; there has been no rage for bicycling, but a

steady increase—those who have once ridden ride still, and those who look on go and do likewise to a rational extent. Yet there are but two clubs in the city—one cosmopolitan, and the other a private banding together of schoolmates and neighbors of a certain section of the city. The Cosmopolitan Club has but forty members, with a limit of fifty, has a first-class club house and lives well. The exclusive club numbers no more than twenty-five members, has excellent quarters, and lives happy. There used to be two other clubs, but they faded away, merging into the cosmopolitan. Chicago has contributed to the craft some wheel-lights of more or less prominence and merit. She manufactures what is claimed to be the best boys' bicycle in the country, and stands ready to produce a higher grade machine. She has given the word that marvellous little record-keeper, the McDonnell odometer, and the wonderful shadow-destroying Miller hub lamp, two very important inventions and forward strides in the progress of the bicycle. She has entertained one League meet in a fashion peculiar to herself, but nevertheless acceptable and cordial, and always makes it a point to show 'em around when visiting wheelmen come to see. Yet over all there is a conservatism which leads one to feel that bicycling in Chicago is a third-rate consideration with the wheelmen as an amusement, or else becomes so great an article of utility for everyday use, as to be used only as such: for instance, the wheelman who uses his bicycle six to twelve miles a day on the average for business purposes is not so apt to take to the club run as the one who uses it for pleasure or exercise only. The perfection of streets in the business district tends greatly to the use of the wheel for transportation to and from the office. This condition is furthered by the inconvenience of riding in a Chicago horse car, the positive discomfort of which is famous; for it is rare indeed that standing room can be found in one. Hence no city in the country can furnish a better testimonial of the real value of the bicycle as a vehicle for practical use, while any village can make more of an outside show, and turn out more riders on a club run.

A professional 36-hour race will be held in Battery D armory soon. Prince, Woodside, and others will run. The Chicago club races will probably be run Thanksgiving day at the Exposition Building, consisting of the long and short distance and five-mile. An amateur 36-hour race is also on tapis. The Chicago club have established a picture gallery, and would be glad to get the photograph of any wheelman, agreeing to mount it in nice shape. Those who have the Premier ball pedals know that they become worthless in after two years' use on account of the rubbers wearing out. Jeffery now makes them as good as new by putting in small Hancock rubbers in such a way they can be taken out and renewed at will. Capt. Miller has formed a partnership for the manufacture of his shadow-destroying hub lamp. The lamps already made are certainly the finest on the market. The next year's tour of the Chicago club is assuming proportions, and will be one of the finest events in bicycling. Wheelmen of the country will bear this in mind and shape their vacations accordingly. The tour already embraces Niagara, a steamboat ride on Lake Ontario, on St. Lawrence river through the Thousand Islands, and an ocean trip. The expenses will be figured close. B. B. A.

CHICAGO, November 1st, 1883.

A TRI-ING TRIP.

We may not have quite as many lady cyclists in our neighborhood at present as in some places down East, for instance, but from the enthusiasm recently shown by the sex we will not be behindhand long. We have already ridden several times with a lady who, braving Mrs. Grundy, rides in the park on nice afternoons, taking her exercise and fresh air among the rest, and of all the comments we have heard, none have been unfavorable. Finally longing for new scenes and wishing to test her strength, we arranged a road ride to Bryn Mawr, inducing a novice of her sex to accompany us; so, with two singles and a double, we started out at 10:30 A. M. over the road on which most of the breaking in lessons are given. The weather looked very doubtful, hazy, and damp, but the weather fiend's prediction of local rains made us think we might risk a good day. The roads were good (for breaking in), being like putty where not muddy. So we started, each very keen to lead the party, as we went our way through the Park, out Fifty-second street, to "the Pike." We now expected a good road and were met with some two hundred yards of rutty mud, which gave the ladies a slight idea of business on the machine. This experience as well as Pop's constant croaking caution of "go easy," "new riders must not try to fly all grades," etc. etc., made the pace slacken somewhat, and it is well it did so or we might have beaten all records. Some new riders on this road seem to think there are a few hills to climb going out. There may be some slight grades, but you ride them so much easier coming back that "odds are even" we think. When we started, the weather, being damp and chilly, seemed to affect our party—thick gloves for warmth, faces without color, in fact one of the ladies insisted on using a mullain leaf to bring some color in her cheeks. (Our cheek needed no doctoring.) Now look at us after running the Park, the Belgian blocks, and the mud and first long grade on the road. No mullain leaf now. There is color more naturally put on than that which comes by the box; the thick gloves gives place to thinner ones, or none at all, and away we go coasting the next hill with feet on rests. Now the remarks of the man on the single seem to all tend in one direction—our chances for a good dinner; his memory can hardly reach back to breakfast time. The keen interest of the whole party in this subject is noticeable. Although the ladies were a novelty on the road, they attracted no unpleasant attention. They were looked upon with great interest and admiration by all, and some seemed to quite envy our spirits and enjoyment. One lady remarked that we were the most wonderful people that she had ever seen, and she didn't see how we could do it. The toll-gate man looked with admiration at one single lady as she rode through the gate, and said it was too bad, the ladies ought to go free. He, poor man, was so completely overcome—some would say mashed—that he could hardly see the ticket held out for him. We finally reached our destination, Bryn Mawr, about nine miles out, only to conclude that it would be best to return to Ardmore to get the refreshment, so much longed for by all, especially the single man. We retrace a couple of miles of our journey to the hotel, to find six hungry bicyclers, with wheels stacked, their names in the dinner pot, and themselves washing at the

pump. Upon Pop mentioning dinner to the landlord, he looks aghast, and says: "We didn't expect any one, and look there!" We looked, and there were the six jolly bicyclers dancing a round dance in a circular towel, wiping their necks with the motion, and their belts all looking most discouragingly loose. We were about to seek other quarters, when word came that they could accommodate us. While here we received a very cordial invitation from some of our friends who live at the old Haverford College to call there before our return. We called and circled through the grounds before finding the right house. Here our ladies were made heroines of, and after trying our machines, all the family wished for tricycles immediately. After a very pleasant call we mounted for the return trip, and enjoyed the coasts very much. One or two of the up grades we found it more convenient to walk and push our machines than to pedal, a fact that the keen edge that was so prominent at the start was somewhat dulled. Although the day all through threatened rain, there were quite a number of wheelmen out. Among others we noticed one of our L. A. W. champions, taking his first road ride on the "Yankee Blizzard," the "Star." He was "grasping the situation," at least it was something that he was grasping with a tight grasp. The "Blizzard" rushed by with him, "How do?" he says, "can't touch my hat; can't let go," and away he went as if trying to beat Frazier's record, or afraid to go slower.

At last, as all pleasant runs must have an end, so did this one. But it rather surprised us to see the energy our new riders kept up till the end of the twenty-mile run.

We find so many of our ladies wishing to ride the tricycle that we rather expect a larger number to turn out on our future trips. In fact there are already whispers of a club forming to be run in the interest of the lady cyclists.

If we have any influence, it must be an L. A. W. Club. Yours,

PHILA., Oct. 29, 1883. TRI AGAIN.

A WITTY QUILL DRIVER.

The following circular has been issued by the secretary of a neighboring club, and being one of the best things of the kind we have seen, we print it, hoping that it may prove instructive reading and bear the fruit it is deserving of:

"A Free Lecture." The object of this is to lay before you a matter of considerable importance to the club and yourself, and it is earnestly hoped that you will read it carefully, give it your thoughtful consideration, and by no means feel offended at the plain manner in which it is stated. Should any part of it prove applicable to you, you are cordially invited to accept it as gracefully as possible, and if it is the means of stimulating you to renewed activity, the desired object will be attained. For sometime past it has been noticeable that very little interest has been exhibited by members generally, and by some "outsiders" it has been labeled a "dead club." Perhaps we deserve it, and if so, it is suggested that we put "our weight on the pedals," and ride right up in the front rank again. Each member is responsible to a certain extent for the success and prosperity of the club, and it lawfully claims a certain amount of your time and attention. The officers whom you have chosen to manage and control the affairs of this association feel the responsibility that rests upon them, and that, without your co-

operation, they can do nothing. You can materially assist them by having *perfect confidence* in them, by giving them your *heartly support*, by attending regularly the meetings and runs of the club, by reading over carefully the rules and regulations, (if you have mislaid your copy, send to the secretary for another); and, by force of example, assist in enforcing them, by endeavoring, if possible, to introduce new and desirable members, by making it a point to respond promptly to any communication from the secretary requiring an answer, and last, but not least, by giving or sending your dues to the treasurer the first of every quarter, (see by-laws), and so, by a comparatively slight effort on your part, you would save that officer a large amount of anxiety and trouble, and gladden his heart; for it undoubtedly would be less trouble for you to give or send them to him, than it would be for him to have to collect from so many.

These few hints and suggestions are thrown out to show the way in which you can materially assist in making the club what it should be, and it is hoped you will take them kindly and not "break" away from your responsibility in the matter, and not call the author a "Crank," or some such fellow, because he has made such a "hub"-bub about nothing, but give him credit for having more "backbone" than you at first suspected. He really believed it was his duty to "saddle" this great question, even if he did "tire" you a little, and that is why he "spoke" to you about it. Faithfully yours,

QUILL DRIVER.

RIVERSIDE DRIVE ALL DAY.

On Wednesday the Committee before the Citizens Club appeared before the Park Commissioners, who voted to remove all restrictions as to the hours for using the Riverside Drive. Passes are nevertheless required from League members, as in the past.

League of American Wheelmen.

All applications for membership to the League of American Wheelmen, except in the State where Divisions have been organized, should be sent to Fred Jenkins, Corresponding Secretary, 45 West Thirty-fifth Street, New York.

The admission fee is \$1.00, and should in all cases accompany the application. In case the application is rejected, the fee will be returned. Names of applicants should be written very plainly, with first names in full, giving Post-Office address. Remit by Checks, Drafts, or Post-Office Money Orders, made payable to Fred Jenkins, Cor. Sec'y, L. A. W.

Applicants should notice names as published in THE WHEEL, and notify the Corresponding Secretary if any error is made. Members of the League are requested to notice the names also, and inform the Corresponding Secretary (confidentially) if any professional or otherwise objectionable person applies.

THE WHEEL is the official organ of the League, and apart from all the official notices and the news of the League, devotes considerable space to the news of the day.

Circulars, etc., regarding the League will be sent to any address on application to the Corresponding or Division Secretaries.

BOARD OF OFFICERS.

President—Dr. N. M. Beckwith, 2 West Thirty-seventh Street, New York.

Vice-President—W. H. Miller, Box 245 Columbus, Ohio.

Cor. Sec'y—Fred Jenkins, 45 West Thirty-fifth St., New York.

Treasurer—William V. Gilman, Box 487, Nashua, N. H.

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District of Columbia, Wm. C. Scribner, 1108 E. street, N. W. Washington, D. C.

Illinois, J. O. Blake, 68 Wabash avenue, Chicago.

Indiana, L. M. Wainwright, Noblesville.

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Kansas—

Kentucky, Orville Anderson, Louisville.

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Maine, C. H. Lamson, Portland.

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Massachusetts, E. K. Hill, Worcester.

Michigan, Charles D. Standish, 36 Michigan Grand avenue, Detroit.

Minnesota, Theo. J. Richardson, Minneapolis.

Missouri, Richard Garvey, 407 Chestnut street, St. Louis.

New Hampshire, C. H. Wilkins, 859 Elm street, Manchester.

New Jersey, L. H. Johnson, Orange.

New York, Dr. N. M. Beckwith, 21 West Thirty-seventh street, N. Y.

Ohio, H. S. Livingston, Box 466, 443 West Seventh street, Cincinnati.

Pennsylvania, George Sanderson, Scranton.

Province of Ontario—

Province of Quebec, H. S. Tibbs, Box 38, Montreal.

Rhode Island, A. G. Carpenter, Providence.

Texas, E. L. Beckwith, 60 West Twenty-second street, Galveston.

Vermont, C. G. Ross, Rutland.

Wisconsin, A. A. Hathaway, Milwaukee.

Wyoming, W. O. Owen, Laramie City.

West Virginia, Charles B. Ott, Wheeling.

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California, George J. Hobe, Box 1216, San Francisco.

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Illinois, H. G. Rouse, Peoria.

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Maryland, Yates Penniman, Baltimore.

Massachusetts, C. L. Clark, 42 Bedford st., Boston; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Webber, Jr., 51 Main st., Gloucester.

Michigan, Geo. K. Root, 136 Jefferson ave., Detroit.

Missouri, George C. Oeters, 209 S. Main st., St. Louis.

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Ohio, Al red Ely, 11 Granger st., Cleveland; W. H. Miller, Box 245 Columbus.

Pennsylvania, George D. Gideon, 1725 N. 21st st., Philadelphia.

Province of Quebec, J. D. Miller, Montreal.

Vermont, Frederick G. Tuttle, Rutland.

Wisconsin, A. Meinecke, Jr., Milwaukee.

Wyoming, C. S. Greenbaum, Laramie City.

DIVISION SECRETARIES.

The following is a list of the Division Secretaries, to whom applications should be sent, or any inquiries concerning the Division addressed:

Indiana, M. F. Robinson, 47 Vance Block, Indianapolis.

Kentucky, A. S. Dietzman, Louisville.

Massachusetts, Frank P. Kendall Box 555 Worcester.

Michigan, W. C. Marvin, Ovid.

Minnesota, Fred S. Bryant, St. Paul.

Missouri, L. J. Berger, St. Louis & San Francisco Railway Company, St. Louis.

New Hampshire, E. A. McQuestion, 654 Elm st., Manchester.

New Jersey, Harrold Serrell, Plainfield.

New York, Benj. G. Sanford, Box 2425, New York city.

Ohio, C. J. Krav, Columbus.

Pennsylvania, Victor M. Haldeman, Marietta.

Division Treasurers.

Massachusetts, Charles P. Shillaber, 131 West Chester Park, Boston.

Michigan, G. E. Gorham, Marshall.

Minnesota, Capt. Young, Northfield.

Missouri, Arthur Young, Fifth and Walnut sts., care Frisco Line, St. Louis.

New Hampshire, C. H. Sanders, Fisherville.

New Jersey, Fred. Provost, pro tem., New Brunswick.

New York, Louis H. Brown, 153 Lake st., Elmira.

Ohio, D. E. Barnum, Springfield.

Pennsylvania, Fred. McOwen, 216 S. Third street Philadelphia.

NOTICE TO BICYCLE CLUBS.

Clubs who wish a position in the League parades, or representation at conventions by delegates, should have a clause similar to the following embodied in their by-laws:

League Membership—This Club, as a whole, shall become members of the League of American Wheelmen, the initiation fees being paid out of the Club Treasury, and each new member not already a member of the League, shall be proposed by the Secretary of the Club. Each member of the Club shall contribute his annual dues of the League to the Club Treasurer, individually; or the annual dues of each member shall be paid out of the Club Treasury.

NUMBERS ON MEMBERSHIP TICKETS.

Some little confusion has arisen from the duplication of numbers upon our cards of membership for this year, due to the mistake of the lithographers in stamping red figures upon the left of the card contrary to orders. Those figures amount to nothing, the true one being found in the lower centre, preceded by the letter D, indicating the fourth year of our existence.

It is impossible to use these numbered tickets, so many of them having been dropped that it would have necessitated issuing many more than we now have, since the numbers already far exceed the whole number of tickets ordered. The entire lot would have been rejected but for the delay in securing others, which, at this season of the League year, would prove a very serious affair.

Yours fraternally,
W. V. GILMAN,
Treasurer.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 43. Total, 59. NEW YORK, NOV. 9, 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—8:

2862—Frank L. Sweeley, Adel, Iowa.
2863—Frank S. Graham, " "
2864—George E. Lloyd, 200 South Clark st. Chicago, Ills.
2865—Nelson C. Ovaatt, Waterbury, Conn.
2877—Rol in R. Bird, " "
2901—Robert F. Bronson, care of E. C. Washburn, New Haven, Conn.
2911—Wm. Fracy, Rockville, Conn.
2912—John Whittlesy, " "

New Haven Ramblers—add 9:

2880—Edward Hanson, 96 Columbus avenue, New Haven, Conn.
2882—L. G. Camon, 296 Columbus avenue, New Haven, Conn.
2883—E. Y. Turnbull, 320 George street, New Haven, Conn.
2884—M. F. Campbell, 45 Hamilton street, New Haven, Conn.
2885—W. R. Norman, 26 Vill street, New Haven, Conn.
2886—Harry Clark, 19 Hamilton street, New Haven, Conn.
2888—S. S. Holliday, 108 Dixwell avenue, New Haven, Conn.
2889—Elmer Dutton, with W. B. Fenn & Co., New Haven, Conn.
2895—Burt Cunningham, with W. B. Fenn & Co., New Haven.

New Haven Bi. Club—add 7:

- 2913—Charles Moore, 45 Reade street, New Haven, Conn.
 2914—G. M. Bush, M. D., 1 Groove street, New Haven, Conn.
 2916—Ernest O. Bennett, 86 Chapel street, New Haven, Conn.
 2917—W. A. Bronson, 754 State street, New Haven, Conn.
 2918—Col. A. A. Beattie, 230 Chapel street, New Haven, Conn.
 2919—J. S. Coburn, 446 Chapel street, New Haven, Conn.
 2920—O. D. Forbes, 294 State street, New Haven, Conn.

Yale Bi. Club—add 1.

- 2921—Geo. W. Patterson, 214 Durfee, New Haven, Conn.

Knickerbocker Bi. Club—add 2:

- 2922—C. S. Smith, 258 Orchard street, New Haven, Conn.
 2924—Edward Peck, with R. B. Brodley & Co., New Haven, Conn.

Whirling Wheelmen of Maryland—add 1:

- 2928—Jas. R. Wheeler, Box 485, Baltimore, Md.

Colorado Wheel Club—add 1:

- 2931—W. F. Payne, Box 1937, Denver, Col.
 INDIANA DIVISION—1.

Unattached—1.

- 2803—Avoza Mallory, Noblesville, Ind.

MASSACHUSETTS DIVISION—2.

Boston Ramblers—add 2.

- 2933—E. S. Wheeler, 45 High street, Boston, Mass.
 2936—Geo. W. Tyner, 73 Sudbury street, Mass.

NEW HAMPSHIRE DIVISION—1.

Manchester Bicycle Club—add 1.

- 2939—Hervey M. Bennett, Manchester, N. H.
 NEW JERSEY DIVISION.—21.

Unattached—1.

- 2955—James S. Wheeler, Salem, N. J.

Brunswick Bicycle Club—add 1.

- 2951—Frank Cook—New Brunswick, N. J.

Camden City Bicycle Club.—19.

- 2967—G. N. Buzby, 414 N. S. street, Camden, N. J.
 2968—Fred. M. Smith, N. W. cor. 4th and Pearl street, Camden, N. J.
 2969—Wm. M. Justice, 303 Vine street, Camden, N. J.
 2970—John Danenhowser, Broadway and Raigbes avenue, Camden, N. J.
 2971—Wm. H. White, 4th and Penn streets, Camden, N. J.
 2973—Robert L. Anderson, 3d and Cooper streets, Camden, N. J.
 2996—Harry A. Barber, 104 Broadway, Camden, N. J.
 2977—Sanford Northrop, 519 Linden street, Camden, N. J.
 2978—Henry Harburger, 219 Benson street, Camden, N. J.
 2979—Byron Sharp, 402 N. 6th street, Camden, N. J.
 2980—Edwin S. Titus, 508 Federal street, Camden, N. J.
 2981—Charles O. Brown, 1132 Broadway, Camden, N. J.
 2982—O. Eastlock, Broadway and Walnut streets, Camden, N. J.
 2983—Daniel Hallam, 803 North 3d street, Camden, N. J.
 2984—Joshua Pfeiffer, 813 North 3d street, Camden, N. J.
 2985—Joseph Bryant, 619 South 5th street, Camden, N. J.
 2986—George Brown, 517 North 2d street, Camden, N. J.
 2987—Daniel Sweeten, 509 Mickel street, Camden, N. J.
 2988—J. Stewart Depuy, Jr., 328 North 2d street, Camden, N. J.

OHIO DIVISION—5.

Unattached—4.

- 2940—C. W. Fowler, Galipolis, O.
 2942—Ray Van Victor, New London, Ohio.
 2943—Dayton C. Miller, Berea, Ohio.
 2944—Andrew E. Mergenthaler, Fostoria, Ohio.

Buckeye Bicycle Club—add 1.

- 2941—W. H. Young, care P. C. & S., Louis R. R., Columbus, Ohio.

ANOTHER CENTURY RIDE.

At 6:07 on Friday morning nine members of the Hawthorne Club, of Salem, started on a hundred-mile club run. The route was from Salem through Lynn to Medford, thence to South Framingham and Sudbury, and return. On the return two of the riders came in collision, throwing them both off, and slightly injuring one of the bicycles. This accident necessitated a short stop. When near Salem they found that if they rode direct to their club rooms the distance covered would be $1\frac{3}{4}$ miles less than the 100 miles. Consequently they rode through the city to the rooms by a circuitous route, arriving there at $7\frac{1}{4}$ P. M. Distance, $100\frac{1}{2}$ miles. The time and distance were carefully registered at different points along the route by Secretary H. T. Conant, so that there can be no doubt of their correctness. The cyclometers used were Ritchie's magnetic and Butcher's, both of which are noted for their accuracy. The total time was thirteen hours and thirty-eight minutes, the time consumed in stops, two hours and thirty-seven minutes—making the actual riding time eleven hours and one minute.

A GREAT RACE.

The clouds stepped in between the sun and Hampden park Saturday noon, and a cold northeaster made the Hendee-Robinson bicycle race seem in prospect anything but a "hot" contest, yet by half-past three o'clock about 2,500 people, including many women, were gathered on the grand stand, on the track, and in carriages within the circle. Score cards, which small boys were selling at five cents apiece, indicated that five races, one a five-mile, were to be ridden before the ten-mile race to which Robinson had challenged Hendee would begin. This sent a shiver through the crowd, as they cared only for the last race, but there was no ill humor. Those enthusiastic, warmly clad people would have faced a nor'easter till dark for the sake of seeing the expected hard and honest struggle at the end. The good order which made the tournament races so enjoyable was wanting Saturday. The track before the grand stand was filled with men and boys who showed a disposition to shoulder the judges' stand and warm up with a mile handicap around the course. Shortly after half-past 3 o'clock, a path was made through the crowd, and the sport opened with a one-mile bicycle race between C. S. Fiske and W. E. Craw, of this city, Fiske winning easily in 3.22. C. E. Whipple and C. W. Wassung, of this city, then crawled over the course on tricycles. Whipple winning in 4.58 3-5. The Hendee-Robinson race was then announced, and the crowd fell back in a way that showed their eagerness to avoid delay. Both contestants were heartily cheered as they shook hands before the judges' stand. Hendee, in his familiar suit of black, Robinson, in white shirt and trunks, and red stockings. For several minutes before the two were started, there was silence all around, but the word "go" was a signal for loud and long yells of "Hendee," a few faint cries of "Robinson," being intermingled. The start and the finish were the only interesting points of the race. Robinson took the lead and kept it till near the end of the ninth mile, Hendee ever close behind him. At the end of the fifth mile Hendee spurred a little, as if to try his opponent, but did not pass him. It cannot be denied that Hendee's friends were anxious. Keen had said that Robinson had improved wonderfully in spurring, having practiced of

late a much better style of riding. Every one noticed that Robinson was sitting upright, riding more like Keen himself, and that he worked his legs with less twisting of his shoulders than when here in September. "If Hendee waits until the last quarter, there'll be trouble for him, I fear," was a frequent comment. But he did not wait. Down the homestretch, on the ninth mile, while Robinson was leading at the four-minute "pace" which had been kept up through most of the race, Hendee suddenly drew out and shot by the surprised English boy as if he had come from a cannon. It goes without saying that everybody got up and yelled, cold noses and feet being instantly forgotten. Robinson rubbed his eyes and took after his opponent, and he was after him all of the mile, now gaining, now losing; but Hendee kept his place, and finished about a second in advance, making the last mile in 3.06. The time of the race, by miles, was as follows: 3.52, 7.44 2-5, 11.43, 15.42, 19.46, 23.50, 27.35, 32.03, 36.06, 39.12. The time is slower than was expected, yet old riders say that against such cold wind, to say nothing of the rough track, fast time is an impossibility. Hendee wins by this race a \$200 gold medal put up by the Springfield Bicycle Club. The spectators kept their places a half-hour longer to see a quarter-mile race between John Keen, of England and Wm. Fleming's trotter "Prince," \$25 a side. The horse won easily in $38\frac{1}{4}$ seconds.

THE MARYLAND BICYCLE CLUB RACES.

After three or four postponements we have at last succeeded in getting our races off. Owing to the many postponements the attendance was much lighter than it would have been if we could have run them off in September, as first intended. A. B. Harrison rode in good form and was never pushed in any of the races in which he started. We were sorry not to have J. Day Flack to run against him. The races would have been much better, and I think the result different. Foster, as usual, was in bad luck, and did not get a place. The surprise of the day was J. McK. Borden's defeat of Frazier. It was a very pretty race, and Borden rode well: they were side by side almost to the finish, when Borden drew away from him and won.

Five mile club championship. A. B. Harrison, first, time, 19 minutes, $10\frac{1}{2}$ seconds, J. W. Lord, second.

One-half mile ride and run. C. F. Frazier, first, time, two minutes, 28 seconds, J. D. Lord, second.

One mile members' handicap. M. F. Reese, (25 seconds) first, time, three minutes, $40\frac{3}{4}$ seconds. A. B. Harrison, (scratch), second. Won easily.

One mile (Lafayette Wheelmen). F. S. Fisher, first, time, three minutes, $24\frac{1}{2}$ seconds. C. B. Ellis, second.

One mile handicap for Capital Club men. J. McK Borden walked over in three minutes, $20\frac{1}{4}$ seconds.

One mile State Championship. A. B. Harrison, first, time, three minutes 21 seconds; J. W. Lord, second.

Two mile scratch. J. McK. Borden, first, time, seven minutes, $11\frac{1}{4}$ seconds. C. F. Frazier, second, J. C. Smith, third.

Three mile (handicap), J. McK. Borden, (scratch) first, time, 11 minutes, 15 seconds. C. B. Ellis, (25 seconds) second.

Consolation Race. One-half mile. Chas. F. Stran, first, time, one minute, 42 seconds, J. E. Duker, second.



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.
C. J. HOWARD, } - - Artistic Contributors.
A. D. WHEELER, }

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New York, November 9, 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.

RIDE WITH CARE.

Perhaps the heading of this article may cause a few to smile when they consider that the writer is disabled from a fall, and some might quote to us the propriety of practicing what we preached; but we have gained by experience, and hope a timely caution to others will not be amiss. What prompts the heading more particularly is a still more recent accident to a member of a local club, whose reputation as a road rider has always been good. The other day that gentleman attempted to ride the long hill on the Boulevard, which ends at 125th street, through which the sportive bobtail car wends its weary way.

The decline is about one in ten feet, and is a most enjoyable coast; but brakes have to be applied at the terminus on account of the car tracks, which have brought many an unsuspecting "cyclist" to grief. Our friend, who carries over two hundred pounds, successfully despised such a convenience as a good brake, and, with legs over took the hill at full speed. On nearing the bottom, he

attempted to make the turn, and struck the curb with such force that it threw him across the walk and down an embankment over fifteen feet. Two feet from where he fell was an iron picket fence, which would no doubt have ended his life. He escaped, however, with a few bruises.

How many men are there that boast of "never requiring a brake?" Such men are to be pitied. They neither exhibit, by the omission of that very important article, particularly daring or commendable courage. They recklessly expose their lives in the pursuit of what is practically a harmless pastime, as free from accident as any other known recreation.

Proper care should not only be taken in the care of machines, but in actual use on the road. How many accidents are traceable to a loose nut or spoke, where a few minutes inspection would have saved hours of pain? Another abuse is fast and reckless riding on the road. We have never seen a party out for a run, but the pace is "whooped up" in the return trip. A stranger comes to town, and his entertainers at once try to "do him up." One club visits another, and the residents try to "break them in two;" and so it goes on, all the world over. When will it end? Never, until some half dozen are killed off. We are not preaching, as we are never left in the rear if we can help it; but lately we have had plenty of time for reflection, and have come to the conclusion that the game is not worth the candle, and a hint or two thrown out in season will be the means of saving some one's neck.

A little care exercised at the proper time, and especially in night riding, would reduce the number of mishaps to a minimum. By all means, though, have a good brake, and one that can be thoroughly relied on in time of need.

A JUST REPROOF.

In the *Bicycling World* of October 26 appears an editorial from which I quote: "The erection of sign boards for the convenience of wheelmen has generally been regarded as a herculean task. Though a uniform board has been adopted, the means and men have been lacking for placing them. The attention of the League should be turned in this direction, and a few parties organized to carry out the idea. The task is not so great as is imagined, while the benefits, both to the sport in general and the organization in particular, would be inestimable." Also, several weeks ago, the same journal flippantly asks: "Why doesn't somebody get up a route book?"

These articles have aroused my ire to an unusual degree, in that they are the most harmful to the interest of the League that the mind could well concoct. The spirit of the writer I do not know, but hoping and assuming it to be a friendly one leaves only the alternative of dense ignorance on the part of the one who criticises the League in the above quotation; for the League, as far as the Mass. Div. is concerned, has furnished both means and men not only for the erec-

tion of signboards, but for getting up a State route book, the amount of work already accomplished evidencing the efficiency of the system now in operation.

I say these articles are harmful to the League, because they powerfully foster the feeling, already too prevalent, that the League is of no value, because it seems to do so little. This feeling is the chief obstacle to League progress at the present day, and encouragement of it is the weapon of our assailants. There is a large work going on in Massachusetts to-day. If the writer of the quoted words is ignorant of the amount being done in his own division, whose fault is it? Is any one under obligation to keep him informed? Is it not rather his duty to post himself before writing an article reflecting so severely on the League? He has only to write to the Chief Consul or Secretary to ascertain the facts, but apparently he prefers to sit in his office and write from that limited view, which is inexcusable in a case involving such serious consequences.

The article implies that putting up guide boards and preparing a route book are trifling matters, to be accomplished by a little determined work on the part of somebody for a "for a few days." If the "goodly section" mentioned be no larger than Pemberton Square, I admit the implication, but let the writer undertake to put up, say 100 boards, and by the time he has got them made and painted, found one hundred places for them where there are convenient posts or trees, with the chance of having to set half a dozen posts for the purpose, noted the names and distances, (many will need three or four names, and league boards are to give accurate distances had these painted on the boards, and finally gone out with a wagon load and nailed them up, I will guarantee he will write in a different strain after that. He will be astonished to see what a pile one hundred L. A. W. guide boards will make, and six months afterwards, when wheelmen, living in the district he has spent so much time over, complain that the League does nothing, and declare they never saw a League board, he will be more astonished to discover how very thin one hundred boards will appear when scattered over his "goodly section." He will find he has spent \$35 to \$40, the bare cost of the boards, and that scarcely a beginning is made on our goodly section—the State of Massachusetts. Let him undertake a sufficiently complete and accurate description, for publication, of the road within ten miles of his own home, and he will have a task far larger than he anticipates, if, indeed, he can do it at all without calling on many sources of information. How much less then can parts of central and western Massachusetts, of large extent, where the wheel is yet a rarity, be described and published to wheelmen in a day?

The fact is, those who talk most are the ones who work least, and those who think the objects of the League are to be attained in a day are the ones who never tried their shoulder to the wheel. Genuine workers in the League are too busy to be sounding the trumpet all the time, and are content in waiting for results to speak for themselves.

The question may fairly enough be raised as to whether the results are commensurate with the expectations of wheelmen. They are not, it is true; but the fault is in the expectations. There has been too much expected of the League. I will not use so huge an adjective as "herculean" in describing the work which the League is doing, but out of an active experience dating from the for-

mation, I can affirm that the work is a large and difficult one beyond the knowledge of the rank and file of wheelmen, and the results, though meagre in view of what lies before us, are a source of pride to those who have done the work, and will be to all when these results are fully known.

What have we to show in the Massachusetts Division? Owing to defections from our ranks at the opening of the year, we had lost, perhaps, one-third of our membership, more than one-half of our Consuls, and a considerable part of last year's work was on this account rendered useless, and must be done over again. Notwithstanding this drawback, we have made a substantial addition to our membership over the highest number of last year; there are Consuls in nine-tenths of all the towns where there are League members; nearly all of these Consuls have appointed hotels, most of which make L. A. W. members a discount averaging about 22 per cent.; there are places designated for repairs to machines all through the State; our eighteen stencil outfits are in the hands of Consuls, and are being freely used; the 150 guide boards, for which appropriation was made, are sent out and mostly put up; and material for a State route book is being rapidly collected. These matters, together with others of much interest to wheelmen, will be published in the form of a handbook early next season, and it is expected each member will receive one free of expense. To accomplish this, hard work and money are demanded. The Massachusetts Division will have less than \$300 to do it with this year. What vast accomplishment can reasonable men expect from so little money and voluntary service performed out of business hours? I ask League members and wheelmen generally to trust the League officers, and wait such time for the fruits of our labors as their consciences shall dictate, in view of the statements herein made, and then judge by these fruits rather than their expectations; which from ignorance of facts may be unreasonable.

I ask the *Bicycling World* to avail itself of the information so freely at its disposal, before it again utters such damaging allusions to the League, if it wishes to have its repeated assertions of entertaining nothing but a fair spirit of criticism towards the association credited by wheelmen. Criticism without knowledge is worse than open enmity.

I make these strictures upon those whom I suppose to be my friends, in nothing but a friendly spirit, feeling impelled thereto by a sense of duty to the League, which is to-day most hampered in accomplishing its work by the distrust engendered by that class of newspaper articles, a sample of which serves as the text for my letter. Friends of the League may rest assured in the fact of the steady growth of the organization, and that the next year, with its tangible results of benefit to wheelmen, will roll the membership up into the thousands with gratifying rapidity.

EDWARD K. HILL,

Chief Consul Mass. Div. L. A. W.

NEW HAVEN RAMBLERS.

The New Haven Rambler's Bicycle Club held a fair in the Skating Rink, Oct. 29th, 30th, and 31st, for the purpose of fitting up their new and commodious club rooms. Each member had worked hard for its success, and although the first night was an unusually stormy one, they have succeeded in putting some \$500 in their treasury. Music, dancing, chances, and voting were the order

of the evening. A full nickered bicycle was drawn by J. D. Gibson on a dollar chance, and a handsome diamond League pin was presented to Dr. N. P. Tyler as the most popular bicyclist, his friends depositing 530 votes at ten cents each. Monday evening the fair was visited by the New Haven Bicycle Club in a body, among the guests were Henry E. Ducker and Geo. M. Hendee. Tuesday evening the Meriden Wheel Club graced the fair by their genial presence, and conspicuous among them was their imposing captain, Dr. Rust, and not least among them was the jolly Parker who lost (?) the midnight train, and occupied a berth with the janitors of the rink till morning. The policemen in the vicinity are telling strange stories of the bedlam that ensued until "daylight did appear." Wednesday evening some fifty members of the New Haven Rowing Club were ushered in headed by the Second Regiment Drum Corps, and were presented by the votes of their friends with a valuable silver ice set. The programme was varied by a fine club drill, by the Home Club, and great applause was elicited by Captain Ackrill in his caricature of a "beginner." The Ramblers are increasing in numbers, at the present time numbering fifty-seven active members, and their slate show new names every meeting. Among their number they count W. C. Palmer, who holds the three-mile State Championship, and the Amateur American Record for three miles. Also W. R. Crawford, of Chicago fame, who would have shown us some fast time but for a serious header and sprained wrists and back early in season. The Ramblers were organized March, 1883, with eight members, and do not intend falling into the background without a determined struggle for the front.

BIKE.

WHEEL GOSSIP.

Election day was embraced for all—day runs.

The Englishman Robinson will have to go back empty handed as far as Hendee's scalp is concerned.

The Citizens hope to move by the first of January, and the Ixion's are looking with hungry eyes toward possession of their old quarters.

The New York's are on the road, and appreciate the convenient location of their club rooms, which have been comfortably furnished.

Mr. R. F. Foster, of Baltimore was suspended from the League, but refuses to return his ticket, using it as a claim to respectability. He has also by competing in unsanctioned races forfeited his right to race, and should be excluded from amateur meetings. His case in the hands of the Membership Committee.

Mr. Edwin Oliver writes from Florida that there is not a single road that could be traveled over with a wheel, but the lakes and rivers would gladden the heart of a canoeist.

The Ixion road race was a successful venture of that growing organization.

We received through the mail a very handsome 'Cycling autograph album published by Alfred Palmer & Son, 12 Paternoster Row, London, England. On one page are blank cards, while opposite are appropriate selections from Scott, Cowper, Burns, Shakespeare, Longfellow, and a host of

others. We have used it as a visitor's register. Opposite Dr. Beckwith's name we find this line. "Brought together by chances strange!" while further on we see this, "Take the lead and then keep it!—that is if you can." Pitman promptly appropriated the opposite space. Many of the quotations are apt and witty. The book should find a ready sale among wheelmen in search of a novelty.

The *Spirit of the Times* accepts the records of the 100-mile race at Washington, on a three-foot track, but questions the New Haven track. The New Haven Club should have the track surveyed 18 inches from the edge of the turf, which must necessarily be the pole, as the fence is in many cases three feet from the edge. Measured three feet from the fence, it is 12 feet over the mile.

We must congratulate Editor Dean on his new departure. His paper is becoming funny. First, it complains to the post office that THE WHEEL is furnished below cost, and now it proposes to show the League how it can furnish its own organ, and save \$500 a year besides.

The professional element has been combined under one management, and will travel westward this winter, giving exhibitions of bicycle riding in localities where the wheel is a comparative stranger. Success to them.

As the winter months draw nigh, the drift of cycling talk centres upon the next League meet. The general sentiment points toward Washington, and contrary to general opinion, there is a desire upon the part of the resident League members to hold the annual convention there about the 10th of May.

The article with the caption "Did He Do It?" as printed in the last WHEEL, had very much the appearance of a clipping credited to the *Mercury*, whereas it was a production of our very able correspondent of that name. The sentiments expressed are our views entirely, and we should like to see the marvelous performance of Lee's substantiated. English records have not the stamina of American, as we have never seen any mention of more than one official timekeeper, whereas we require three.

Pitman tried very hard to get something at Baltimore, and after two trips back and forth, was obliged to come back empty-handed on account of the rain.

In the suit of the Pope Manufacturing Company vs. St. Nicholas Toy Company, of Chicago, a decree was entered, by order of Judge Blodgett, on the 29th of November. After a hearing of counsel for both parties, on the evidence submitted, "that an injunction issue as prayed in said bill, unless the defendants make reports in accordance with the conditions of their licenses, and pay to the Clerk of this Court the amount of royalty due on said velocipedes, and not already paid, and otherwise comply with the conditions of their licenses now in force, within ten days from the date hereof."

A NOVELTY IN CLUB HOUSES.

The "Citizens Bicycle Club," of this city, a flourishing organization composed of some 75 members (all men of mature years), has completed its arrangements to erect the first and only building ever erected in this or any other country especially for a wheelmen's club house. The club has been lodged in

rented premises at No. 2 East Sixtieth street. The new building will be on the north side of Fifty-eighth street, just west of Eighth avenue. This is a most eligible situation for the purpose, being near the best roads (the Boulevard, Riverside Drive, &c.), and accessible from down town by elevated and cross-town railroads.

The building will be 20½ x 100 feet, entirely of brick, with a front of elaborate design in Philadelphia brick and terra cotta, and will cost about \$8,000, which amount has been raised by subscription among its members. The ground floor will contain a parlor 20x30, and a wheel room for the storage of bicycles and tricycles. In the rear 20 feet are to be

devoted to the janitor's room, machine shop, bath-rooms, &c. There will also be a gallery over the bath rooms and wheel room, which will contain lockers for 100 members and dressing rooms. The club have spared no pains or expense to make this a most complete and thoroughly practical club house. It is hoped that the building will be enclosed within six weeks, and in full occupancy by Jan. 1. The Citizens Club is also making arrangements for a new uniform, which will probably be made from goods designed and reserved exclusively for its use. The membership is upon the point of passing the limit at which the initiation fee will be more than doubled. The Captain is Dr. N. M. Beck-

with, who is also the President of the League of American Wheelmen. As its name indicates, minors are not eligible for membership.—*Times*.

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

Are you better provided against danger than others? Have you any greater security against accidents than have all other people? Do you know how soon you may encounter one of a thousand causes of injury? Accident Insurance takes advantage of the laws of average in disaster, and distributes the expense of indemnity over the community. The same principle is well understood in fire insurance. Every good business man hopes, and is almost certain, that fire will not start on his premises; yet his business reputation would be seriously impaired, if not destroyed, could it be discovered in the hour of disaster that he had neglected to provide against the loss which came unexpectedly, and perhaps resulting from the negligence or carelessness of others.

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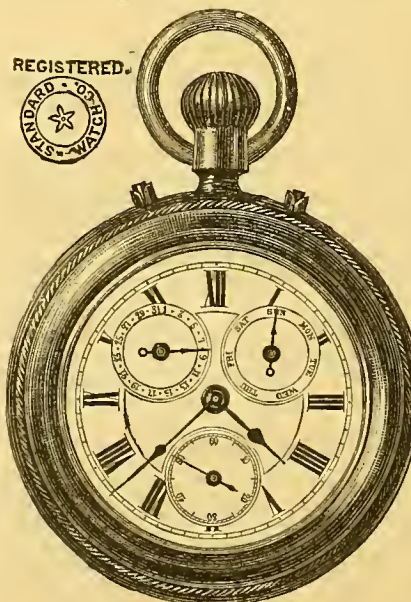
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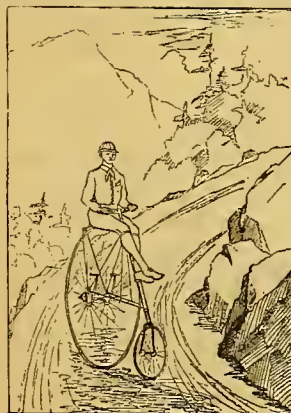
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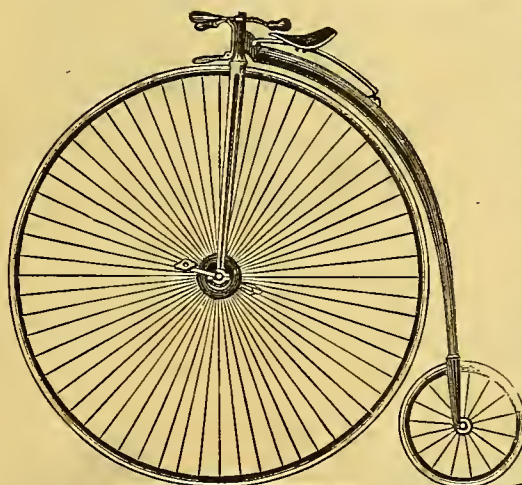
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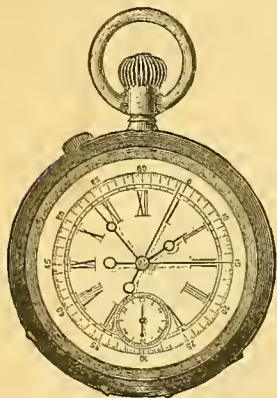
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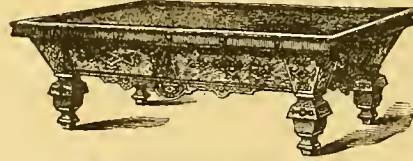
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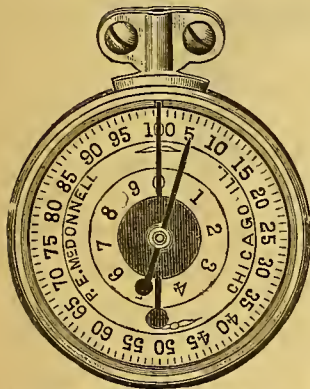
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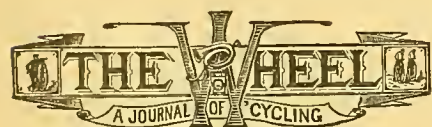
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